ISSUE No. 7

MAY 1955

The End of the Renault Era

"Franklin Its Men and Motors"

AIR-COOLED NEWS

PUBLICATION OF

THE H. H. FRANKLIN CLUB

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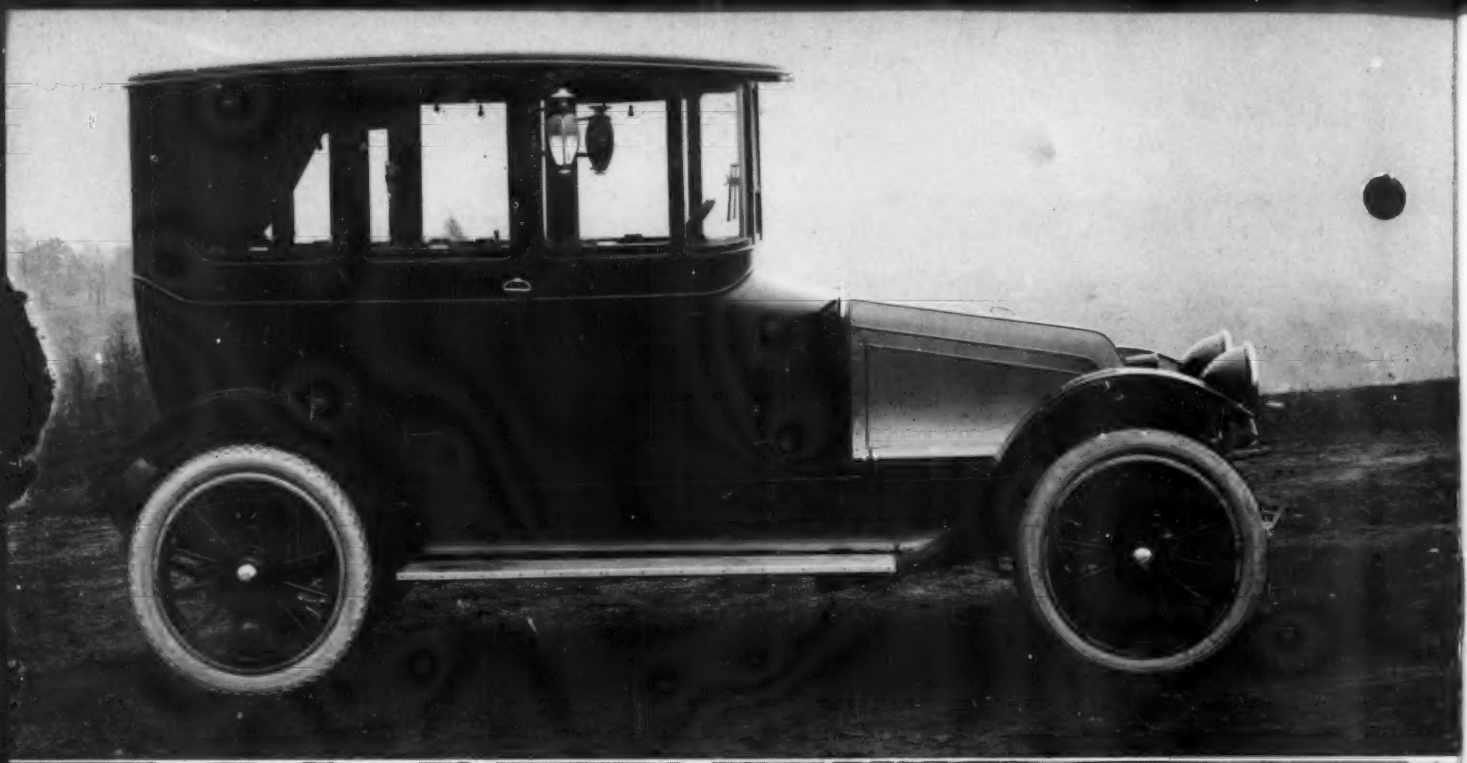

"Series 7" - 1915

VOL. III, No. 1 AIR-COOLED NEWS MAY 1955
Published Three Times Yearly by
The H. H. Franklin Club

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Clifford W. Boram, Treasurer — W. Fenton Meredith, Director
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Business and Membership Office: Box 535, Cumberland, Maryland. Editorial Office: 1405 East Kleindale Road, Tucson, Arizona
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The HHFC just got a real break on both the 1955 TREK and the Glidden Tour. A letter from Jerry Duryea of the AACA announces that the Glidden Tour has been opened up to cars up to and including 1929. Further, there will not be the originally proposed two sections -- all will travel as one tour. Undoubtedly this will result in bringing many more HHFC members to both events. As previously stated, the 1955 Franklin Trek to Syracuse will be held in Syracuse on Friday and Saturday, August 26th and 27th. Headquarters will be the Hotel Syracuse. The program for Friday includes registration in the morning, business meeting in the afternoon, and a suds party after dinner. Saturday morning there will be a drive to Skaneatales for luncheon at the Skaneatales Inn, followed by the annual banquet back in Syracuse that night.

Then, for those for whom the holiday spirit is still running full tide - and who have an extra week -, there will be an HHFC tour on Sunday, August 28th, 170 miles to Niagara Falls to be on hand that night for the opening festivities of the '55 Glidden. Incidentally, HHFC Prexy Miles Amick has been asked to serve as a member of the Glidden Tour Committee with special reference to Franklin participants.

The Glidden Tour leaves Niagara Falls on Monday, August 29th, for Toronto and ends in Montreal on Saturday, September 3rd. Full details may be had by writing the Glidden Tour Committee, 17 Farmington Ave., Longmeadow 6, Mass. or to Miles Amick, Cumberland, Md. Those planning to attend the Franklin Trek are asked to make their plan known to our Trek Chairman, Athol Odell, Galesburg, Illinois.

Now, on another subject, your editor is having a terrible time trying to decide how to paint his 1934 V-12 Club Brougham. The original paint is black with red pin striping and red wheels. In the all-classic Issue No. 5, however, there is an original factory picture of a similar V-12 Brougham decked out in a striking two tone scheme that accentuates the styling flair. But several members, including Doc Boyer of Allentown, Pa., solemnly warn against anything but a conservative, one-color job. Without doubt, the safest bet is all black, but if there are any color experts who can advise how to (1) accentuate the immense size of the car (the vertical grill bars are 6" longer than the corresponding grill bars in a Packard V-12), (2) exaggerate the length, but (3) minimize the height, particularly the rear top which is too high and out of proportion to the rest of the car, and (4) still retain a rich, authentic look, - we'd like to hear from you.

We don't know how it is in other parts of the country, but here in Tucson the local Volkswagen dealer invariably sells out completely between shipments. We bought one of the first ones after the agency opened and have put 3500 very enjoyable miles on it. It's the lowest priced car available, it always turns in better than 30 miles per gallon, it's well built, and real fun to drive - all of which adds up to a winning combination. The VW is no Franklin - it has a distinct Maytag twang to it as against that rich, deep throated, mellow tone of a new Franklin of yesteryear. But we have an idea that if John Wilkinson were alive and were asked to name the most sensibly designed car in the world today, the Volkswagen would be his choice. And while we do not want to embarrass Carl Doman in his present capacity as Service Manager for Ford, it is only history to point out that Carl's own ideas dating from the middle 1930's closely parallel Dr. Porsche's design for the Volkswagen. Given a free hand with the Airomobile, Carl would have used 4 wheels and would have mounted its 4 cyl. pancake engine in the rear, which would have made a layout very similar to the VW. And while we have not heard this suggested, it seems obvious that the Tucker car must have been to a considerable degree a reflection of Carl Doman's thinking, not only with regard to the engine, which he and Ed Marks designed, but with the entire chassis design as well. A kind of proto-type of the Tucker is described in an article by Carl Doman in the MOTOR ANNUAL for 1943.

Incidentally, about a month ago we got a ride in a Tucker - and what a ride it was! On a recent trip to California we called on HHFC member Bill Hamlin of Ontario. Bill is a Franklin enthusiast of long standing and is perhaps the only man in the country to have what is, for all practical purposes, a 1935 Franklin Olympic. This consists of a 1935 Reo coupe in which Bill mounted a '32 Airman engine and a 2-speed rear end. But to get back to the Tucker, when Bill opened his garage door, there sat a matched pair of Tuckers, both glistening like new cars. It was quite a sight! One of them belongs to a friend who is having the car rebuilt by Bill who is an expert aircraft mechanic. Bill's own car was without doubt the hottest 4 dr. sedan we've ever ridden in, and Bill says that until the appearance of the Buick Century he had been able to dispatch all comers. Imagine that in a 1947 model! The Tucker ride is a revelation, too. Using a kind of torsion bar system, the car gives a firm ride something like a sports car but still quite comfortable. Chair high seats with a step down floor give a very low center of gravity and an extremely stable feel. Prior to this ride we'll admit we held the Tucker in rather low regard. But regardless of what the financial history of the concern may have been, the car itself was a real automobile and even today - nearly a decade later - we can't think of a single modern car that we'd like half as much as Bill Hamlin's Tucker.

By the way, Bill suggested that the HHFC invite Tucker owners to become members, even if we just grant them a kind of "coattail" position. This lowly status would result because the Tucker's Franklin aircraft engine was converted to water cooling. Just why this was done we do not know, but presumably as a matter of expediency in converting an aircraft engine to automotive use. Let's put this suggestion on the agenda for Syracuse.

Our trip to California was hurried, but we did manage time for a quick visit to Jack Wadsworth's "Air-Cooled Acres" at Arcadia. Jack equalled Bill Hamlin's garage door stunt by opening doors simultaneously on three choice Franklins, parked side by side. The first was a 10-C Brougham in as near to new condition as we've seen yet, next to it was a 1929 Airman with a very rare convertible coupe body by Holbrook (see Issue No. 5), and next to this was a beautiful 1931 Series 15 De Luxe Club Sedan which Jack obtained from the original owner who was a retired minister. Beyond the three Franklins were several air-cooled antiques of the high-wheeler type. Jack also has three other Franklins, including a Series 11 sedan which he drives daily.

A must for anyone who gets close to Los Angeles on Highway 66 is the Kings of the Road Museum at Cucamonga. The collection is fabulous, including really excellent examples of such marks as Lancia, Duesenberg, Hispano-Suiza, Rolls Royce, Mercedes Benz, Bugatti, Horch, Isotta Fraschini, and many others, numbering 40 or 50 cars. The collection includes only one Franklin, a Series 9 Touring.

(continued on page 18)

FRANKLIN: ITS MEN AND MOTORS

Text of an Address by Carl T. Doman at the Syracuse Banquet, September 4, 1954

Good evening, Franklin friends.

After gathering copious notes on the subject of "Franklin: Its Men and Motors", I became concerned over by ability to relate interestingly in a short talk those events which would do justice to Franklin and not bore you too much. I could talk for hours; the subject is so broad and so fascinating, to me at least. But relax, I am not going to deliver a long speech. Miles Amick, you will recall, promised you there would be no long-winded speeches.

If agreeable to you, I will chat for about thirty minutes. I could use for timing this talk the device initiated by a Baptist minister. Just before beginning to preach he would place a cough lozenge in his mouth. At the end of thirty minutes the lozenge would be dissolved and he would stop. All went well until by mistake he used a pants button. That day only sheer exhaustion stopped him. I assure you I have no pants button in my mouth.

These two days have been memorable to all of us; two days of interest and two days of renewing friendships which distances have separated. Truly, we are here tonight to honor Mr. Franklin, Mr. Wilkinson, and other Franklin pioneers. Yet we wouldn't be here tonight if it were not for the enthusiasm, initiative, and ability of certain young friends of Franklin -- Mrs. Andrew, Miles Amick, Tom Hubbard, Fenton Meredith, Clifford Boram, and their associates. They have done a grand job and deserve a big hand.

Quite naturally, I often discuss with my Detroit friends the fundamental advantages of air-cooling -- direct air-cooling. You see, all engines are air-cooled, either directly or indirectly. Invariably, I am asked, if air-cooling is fundamentally correct, why isn't it universally used in today's motor cars? I always answer this by referring back to the early days of the twentieth century, around 1901. I say that due to mental inertia, the majority of pioneers in the automobile business took the easy way out. Their crude engines universally overheated. To overcome this, they put a jacket around the cylinder and let the water boil in the jacket. Next, when the water evaporated, they piped the jacket up to a crude radiator. Then when power was increased, they found it necessary to use a pump, then a fan, until they had, in principle, the water-cooled system of today.

Now John Wilkinson, also an automotive pioneer, on the other hand, used his great reasoning processes and deducted that since waste heat must be dissipated ultimately to the air, why not do it directly? So Wilkinson-engineered Franklins were always air-cooled, the direct air-cooled engine which, with 53 years of constant development work behind it, is the accepted power plant for our great airliners, our modern army tanks, and for many other applications.

Looking down the road, I can see that the internal combustion piston type of engine will ultimately be supplanted by a distinctly different type -- the gas turbine. For those of you who would like to know more about gas turbines, I suggest you read "Pro and Con - Gas Turbine" by Don MacDonald in the August 1954 issue of Motor Trend. Just when the gas turbine will be used in automobiles I can only guess, but I can say with assurance that it will be direct air-cooled -- there will be no water. This time the engineers will not be accused of mental inertia.

While we primarily associate Franklin with air-cooling certainly the Franklin car had innumerable outstanding features; so many that I could spend this entire evening praising them. If I recall correctly, in 1930 Ralph Murphy, who was our General Manager, and incidentally one of the greatest automotive engineers, asked himself, "Do people buy Franklins solely because they are direct air-cooled, or because of their other features such as easy riding, easy handling, rapid acceleration, or flexible construction?" He reasoned out an approach. He directed Ed Marks to have us install a Franklin series 15 engine in a Packard Sedan and the Packard "8" engine in the Franklin Sedan. Frankly, that was definitely not a simple assignment. Jack Flannery and Joe Burns, the experimental engineers who supervised the job, still groan when it is mentioned.

Next, Ralph selected key people in the organization and asked them to drive each car over the same route and furnish their evaluation to Johnny Burns. Needless to say, there were many arguments over the route selected. But, surprising as it may seem, the vote was, "We will take the Franklin car with the water-cooled engine if we had to choose". Not that they were unsold on air-cooling in the least. The Franklin car was a combination of many fine design features and the powerplant was just one of them. Finally they said, "Ralph, we answered your specific question, but we want also the air-cooled engine. You were unfair. You had us run this test in mid-summer. Why didn't you wait until mid-winter? The water-cooled Packard would have frozen up."

Another quite logical question I am often asked is: If Franklin cars were so outstanding, why aren't they manufactured today? That is a fair question, but a complicated question to answer. First, I believe that peculiar circumstances arose which brought financial worries not only to Franklin, but other automobile manufacturers. Remember, there have been over 3000 different makes of cars which were made right here in the United States. The depression of 1929 struck Franklin right in the midst of an expansion program. It had been necessary to borrow several million dollars from a group of banks. Normally this would not have been considered an unusual move. Franklin always made a satisfactory profit. Banks were then, as they are today, established to assist business. But, with falling sales, the projected plan for returning the bank loans was seriously jeopardized. The banks concluded that they should send in a general manager; the undertaker we called him, the person who buried sick companies, and this manager was no exception. He fired old faithful employees, including the entire engineering department, except Ed Marks (Chief Engineer), Sid Davis, Leo Gerst, Frank Chadwick, John Burns, Irv Casler, and me. He stated, "I can hire thousands of engineers who can experiment. My engineers will design the car and put it into production without an experimental department." This he did and you know the sad results. Franklin is no longer, except in memory -- and remembered for its great contributions to automotive progress. But more about those contributions later.

Then, added to the financial worries of the bank loans, the city taxes began to pile up. The city fathers became impatient, too impatient for a sick concern; and I am sorry to admit they displayed little effort in helping to perpetuate the business. To me, the attitude of the city during the period of 1931 through 1935 is a dark page in the history of a town normally so progressive. On the bright side are the efforts of S. W. Sedgwich, Jim Styron, and their friends to save Franklin, but the task was just too big.

I doubt that today a company with Franklin's product, its reputation and management would have been permitted to cease operation. The civic responsibility to 3500 employees and their families just does not let such things happen.

Had Franklin continued until 1940, there is no doubt but that it would be operating today. It would have been called upon by the government to participate in defense work and later in actual mass production of material so vitally needed in the prosecution of World War II.

Many of us forget that Franklin made outstanding contributions to winning World War I. Mr. Wilkinson was one of a group of famous engineers selected to design the Liberty aircraft engine, a 450 h. p. unit, later used so successfully in the Mark "8" tank. Also, mass production of quality parts for the Rolls-Royce engine program, and many other special items proved to the world that Franklin possessed the know-how and the facilities to measure up to any task presented.

To me, even greater than the Franklin car was the organization which produced it, and that organization produced something even greater than a fine automobile. Franklin was outstanding for its development of great executives. It was unique in its contributions to advanced business controls and methods, outstanding industrial relations, training of engineers, and many other innovations which every successful business concern practices in 1954.

When we list the great engineers developed at Franklin, of course Mr. Wilkinson comes first. Then we have Arthur Holmes, Ralph Murphy, Louis Stellman, Ed Marks (now Quality Manager for Pratt & Whitney Aircraft - for a long time my boss and later my partner), John Burns, Jack Flannery, Sid Davis, Steve Castor, Charlie Grimes, George Dewey, Bill Emmons, Ray Dietrich, John Rogers, Forrest Drexle, Louis Fenner, Frank Chadwich, Frank Wheeler, Bob Lay, Fran Savage, Ralph Vail, Harry Strong, Deke Trevor, Fred Schaefer, Lloyd Benham, and so on.

Next, for the great business executives of yesterday and today, we list first Mr. Franklin, then Frank Barton, Claude Hull, Hugh Goodhart (Franklin's Advertising Manager), Jim Holigan, Lew Purdy (Vice President of Chrysler), Fred Haynes (formerly President of Dodge Brothers), Lloyd Benham (Executive Vice President of Porter Cable), John Williams, George Cuddy, Frank Leyerle, and Roy Hodge. I could add other greats; there were many, many more.

The best engineers and the greatest business or financial leaders can accomplish little by themselves. A third group of leaders is needed -- the production experts, and Franklin had the best. In my recent association with Detroit production people, I can find none better than Joe Babcock, Bill Dunk, Bill Lane, Bob Russell, Ray Wands, Walter Sanford, Otto Miller, Harry Pettitt, Rol Tremaine, Red Countryman, Harry Orchard, Harold Emerick, Perc Harrison, Ollie Norriss, John Maddicks, and scores of others.

Today we use commonly such terms as production control, material control, standard costs, sales objectives, customer relations, profit objectives, etc. We often infer that these are recent business innovations. Nothing is further from the facts. Franklin had them when I joined the organization as a student engineer in 1922, and I was told that most of these items were put in effect between 1910 and 1915. And to think that many so-called business authorities classed Franklin as inefficient and antique in its operational procedures.

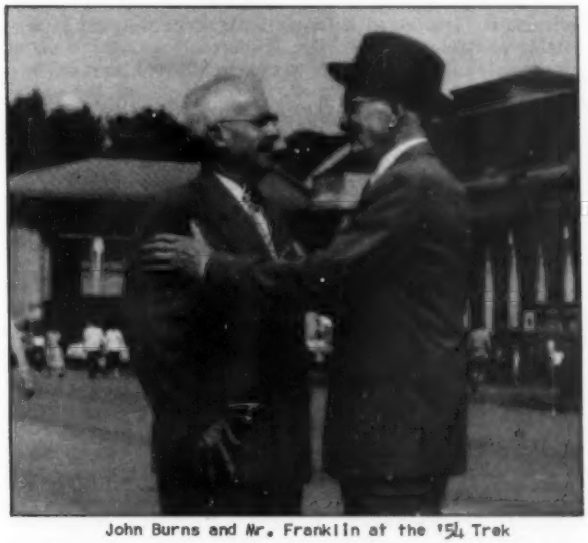
The older I become and the more I am subjected to so-called business operations, the more respect I have for the great organization founded and guided so successfully by Mr. Franklin for 35 years.

Possibly you ask, what does he mean by objectives? It simply means that a plan of operation and a time table are being followed every minute, day and night. Without an objective, a company or a person cannot be a great influence or a success.

This evening wouldn't be complete without a few humorous anecdotes involving Mr. Franklin. Johnny Burns, of course, could tell this better than I, as he has repeated the story so often.

The Franklin organization always practiced good employeed relations. Picnics were popular. In the summer of 1905 the annual company picnic was held at Oneida Lake. Mr. Franklin was driven over by his chauffeur in one of the great big black 6-cylinder touring cars. A day of fun had just about come to an end when Mr. Franklin decided to go home. He suggested to his chauffeur that he light the acetylene gas head lamps before leaving the lake. The gas generator was located on the running board and connected by a rubber tubing to the lamps. The chauffeur acknowledged the request, but first lighted his cigarette, then stooped over to turn the valve on the gas generator. Just then the rubber tube slipped out of place and directed the gas onto Mr. Franklin's back as he stood in front of the car. The gas stream became ignited from the chauffeur's cigarette and next Mr. Franklin's coat was in flame. Mr. Franklin started to run. Then our hero, John Burns, sprang into action. He made a flying tackle throwing Mr. Franklin to the ground as the fire was extinguished. Mr. Franklin picked himself up, glanced angrily at Johnny, and remarked, "Burns, don't be so rough".

John didn't sleep much that night. He assumed that on the morrow he would be fired. So when the phone rang the next morning and John was requested to see Mr. Franklin immediately, he shook hands with his friends and bid them goodbye. Imagine John's surprise as he entered Mr. Franklin's office to see a smile on the great man's face and an extended hand. "Johnny", said Mr. Franklin, "I apologize for my action of yesterday. You saved my life and I appreciate it." They were great friends then and continue so today.



John Burns and Mr. Franklin at the '54 Trek

Mr. Franklin was universally respected by all of us and feared by many of us. During the trying days of 1930 to 1935, I can't recall the exact time, Mr. Franklin was trying in every way possible to save the company. Ed Marks, John Williams, George Cuddy, and other executives were working on many different refinancing schemes. One day I was directed to see Mr. Franklin. I immediately went to his office; in fact, it was the first time I had ever entered it. He glanced up and said, "Come in and sit down, Carl. The rest of the boys are out of town and I am depending on you. I have some wealthy people coming in today to consider putting enough money in the till to save this company. I want you to talk to them about our new products, but don't talk like an engineer; talk like a business man." I assured him that I would do as he wished, and I talked not like an engineer, but like a business man.

Mr. Franklin's words echo constantly in my mind and have guided me through many rough spots as I do less and less engineering (the thing I like to do best) and assume more and more business responsibilities.

All of us who were so close to Mr. Franklin during his last days with the company developed greater and greater respect for his integrity and loyalty to a purpose. This purpose was the perpetuation of the Franklin organization. Mr. Franklin, in 1929, could have begun in a quiet way the disposal of his stock interest. Some others predicted the business crash and the long depression and unloaded part, if not all, of their common and preferred stock in the Franklin Company. But not Mr. Franklin. He did not sell one share of his stock worth millions. He had faith, so he hung onto every share and lost all as the company finally became bankrupt.

Forgive me for being personal, but I believe Ed Marks and I can best appreciate the mental turmoil of Mr. Franklin

as we went through similar agonizing experiences in the early days of Doman and Marks Engine Company. We hung on tenaciously, with our families sacrificing, and the company was saved. So today another monument to Mr. Franklin remains--Aircooled Motors, Inc., builders of outstanding Franklin aircooled engines for aircraft, helicopters, and other purposes. Mr. Franklin's example, I am sure, inspired confidence in Ed, Frank Chadwich, Fran Savage, and me when sheer logic indicated that we should quit and go to work for someone else.

They say birds of a feather flock together, so we who were more mechanically inclined flocked around Mr. Wilkinson. We listened to every word he spoke, because he never spoke unless he truly said something.

To me as a boy, Mr. Wilkinson was a hero. I just can't recall when I first met him. No doubt I was in my teens, as my father's company, the Dyneto Electric Company, first built the electrical generator for charging the battery in Franklin cars and later manufactured the combination non-stall starter-generator. I can recall being invited to accompany my father, sister and friend to visit Mr. Wilkinson's summer home on Skaneateles Lake. We were to ride in his boat powered by a water-cooled Franklin engine. (We can excuse the water-cooling in this case since Skaneateles Lake has plenty of water in it).

My sister was very concerned with the appearance of my clothes, so undertook to press my trousers at the last minute. Imagine my chagrin when I was entering my pants to find a perfect crease on one leg and the crease on the other 90° out of position or, in plain English, on the side. My worries were needless, as the visit was called off.

Few of the younger engineers today appreciate Mr. Wilkinson's contributions to the automobile progress. Some of his truly firsts are: First 4-cylinder engine (1902). Original model built in 1898. ---First in scientific light weight and flexible construction (1902). Fundamental features such as light weight, flexible frame, full elliptic springs, and air-cooling appeared in the first car marketed. ---First in valve-in-head cylinder (1902). This construction used from the first Franklin built. ---First in throttle control (1902). ---First float-feed carburetor (1902). As simple as the carburetor throttle control and float-feed now appear, they were never used until Franklin showed the way. ---First 6-cylinder engine (1905). This engine was exhibited at the 1906 New York Automobile Show. ---First to employ drive through springs (1906). ---First to use transmission service brake (1906). ---First to adopt automatic spark advance (1907). ---First to use individual re-circulating pressure feed oiling system for engine (1912). ---First to use exhaust jacket for heating intake gases (1913). ---First to use an electric carburetor primer to facilitate cold weather starting (1917). ---First to use case-hardened crankshaft in regular production (1921). ---First to use centrifugal air-cleaner for carburetor (1922). ---First to use Duralumin connecting rods in regular production (1922). ---First to employ narrow steel front body pillar construction (1925). ---Pioneered aluminum pistons (1915). ---Pioneered closed bodies. First production sedan (1913).

These are truly firsts and not some old idea rehashed as done by so many modern day manufacturers in their advertising. Here I do not refer primarily to auto advertising, but it surely does keep people dissatisfied and industry booming, just like Alfred P. Sloan, Jr., says:

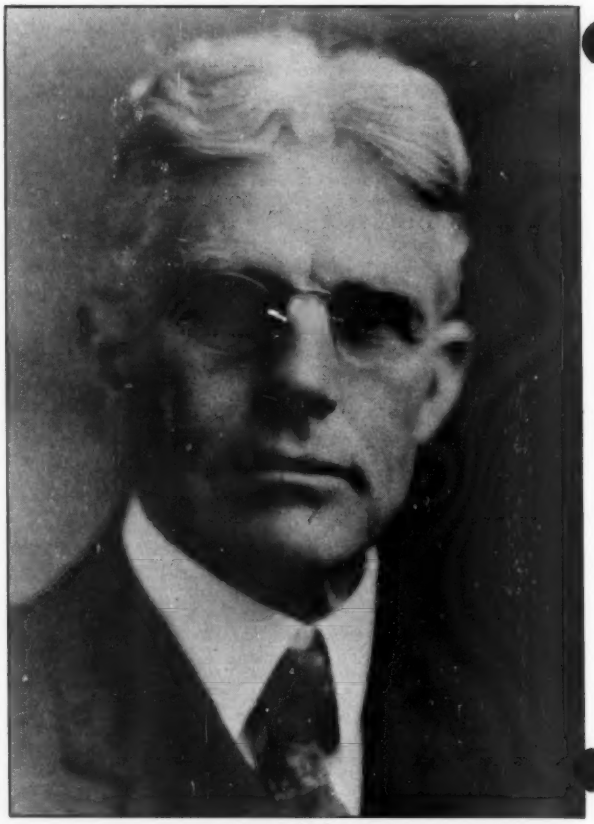
> "Some have an idea that the reason we in this country discard things so readily is because we have so much. The facts are exactly opposite -- the reason we have so much is simply because we discard things so readily. We replace the old in return for something that will serve us better." (From page 42, August 1, 1954, issue of FORBES.)

Unfortunately, Mr. Wilkinson resigned from the Franklin Company in 1924. Just why, I never learned. Only he and Mr. Franklin ever knew. However, in the Franklin reunion of 1948, these two grand gentlemen had their arms around one another, telling each what a mistake that they had ever separated. It was most touching, yet refreshing, to all of us to see these men in their meeting for the first time in eighteen years, calling each other by their first names -- John and Herbert.

To go back for a few years, when Mr. Wilkinson left the Franklin Company, I was only 24 and of course had a very minor job -- I had no position. Nevertheless, I was honored, just before he resigned, to have Mr. Wilkinson ask to be directed to young Doman so he could ask me a question about a 12-volt generator. To think that the great John Wilkinson would ask me, a mere engineer, a question. You can imagine my reaction.

Later, I helped Mr. Wilkinson balance his favorite golf clubs by drilling holes, filling with solder, and then bringing to the correct weight by drilling small holes. I recall one day in particular when Mr. Wilkinson was practicing a swing by the forge in the experimental department, he hooked into the overhead lighting system and brought it tumbling onto the floor. Just like a kid of ten, he developed a sheepish grin and disappeared hurriedly.

For many years I was out of touch with Mr. Wilkinson until he was honored for life membership in the Society of Automobile Engineers -- a great honor. Then during the days immediately after World War II, he came to my office, at age 82, to discuss the design for a rotary valve engine. The drawings and calculations were made by himself. He planned to build an experimental model and John Burns and I promised our assistance. To me, just to talk with Mr. Wilkinson was an honor, since I still held him in hero worship the same as I did as a boy. Even though Mr. Wilkinson has passed away, I still get great satisfaction in recalling our many conversations, realizing that my life has been so influenced by his genius. In body, Mr. Wilkinson has gone, but this influence will live on forever. As you drive home tonight or tomorrow, just remember that Mr. Wilkinson is responsible for the majority of the innovations in your cars which makes motoring so delightful. I sincerely hope that some day the public appreciates Mr. Wilkinson as do we who worked with him.



John Wilkinson

Earlier, I mentioned Franklin's contribution to the development of our modern aircraft engines. Charles Lawrence, the designer of the Wright J-5 engine, which powered the Ryan Monoplane used by Charles Lindberg in his New York to Paris flight in 1926, gave Franklin credit for the success of that event. He stated that the success of the Franklin air-cooled engine carried him through discouraging days in the development of the radial air-cooled engine. Lindberg gave great credit to Franklin and, as some of you may recall, was the proud owner of a number of Franklin cars.

Lindberg's successful flight was a great boost to air-craft development. The public suddenly became air minded. Engine development leaped ahead. We in the engineering department worked as we never had before. Power outputs were increased from 33.5 to 37, from 37 to 46, from 46 to 55, from 55 to 67. Then with the Series 14 side draft engine, we advertised our 100 h.p. power plant in the 1930 car. "Cannonball" Baker was setting coast to coast records and making economy runs, while we were assigned the task of proving to the public that the Franklin Series 14 engine was an actual airplane engine. This was dramatically demonstrated when Al Johnson, of Johnson Flying Service, on December 14, 1929, piloted a Waco bi-plane powered with an engine which has actually been in a Franklin Sedan driven by "Cannonball" in one of his record runs. And for the installation, use of the airplane, and for risking his neck, we paid Johnson only $500.

Fortunately for all of us, Johnson's flight was a success, as Franklin had an advertisement in 14,000,000 copies of the Saturday Evening Post announcing the flight, printed and ready for distribution -- and the airplane yet to make a flight powered with the Franklin engine. Needless to say, we sighed, "Never again will we get in such a spot." Yet John Williams, Vice President of Sales, Ed Marks, Chief Engineer, John Burns, and myself would all go through the same worries again if we could move back to 1929. I am sure with our present knowledge and economic conditions, we could perpetuate the company.

In great humility, I will admit that Franklin gave me much more than I gave it. However, one contribution, to me, stands out above all others -- the realization that there is no such word as "can't". Hanging over Mr. Franklin's desk was a sign "It Can Be Done". Ray Deitrich, the celebrated stylist, was asked by Mr. Franklin to incorporate a certain artistic innovation on the new model. Ray thought a minute, then said, "Mr. Franklin, that can't be done." Mr. Franklin smiled, pointed to the sign, and said, "Ray, there is no such word as 'can't', if you try. Just prove to me something that can't be done; otherwise, don't use that word." Ray, a flippant young man or 30, replied, "I have an example; a man can't give birth to a baby." Mr. Franklin showed his disgust. The subject was promptly dropped and the word "can't" passed out of the Franklin vocabulary, as well as my own.

In facing mechanical problems, personal problems, financial problems, etc., solutions have always been found. In other words, problems can be solved where there is the will. Accompanying the will, of course, is need to work; work regardless of time, place, or personal inconvenience, plus the most important factor -- the help of others. While Henry Wadsworth Longfellow said, "The heights by great men reached and kept were not attained by sudden flight, but they, while their companions slept, were toiling upward in the night", I still believe that Albert Einstein most adequately expresses our depending on our fellow men when he said:

"Strange is our situation here upon earth. Each of us comes for a short visit, not knowing why, yet sometimes seeming to divine a purpose. From the standpoint of daily life, however, there is one thing we do know: that man is here for the sake of other men -- above all for those upon whose smile and well-being our own happiness depends, and also for the countless unknown souls with whose fate we are connected by a bond of sympathy. Many times a day I realize how much my own outer and inner life is built upon the labors of my fellow men, both living and dead, and how earnestly I must exert myself in order to give in return as much as I have received." (From Page 382 of the Forbes Scrapbook of "Thoughts on the Business of Life")

This certainly is a strong statement from a great mind noted for original and individualistic thinking, but at the same time feeling a deep obligation to his fellow men.

In conclusion, I want to express my appreciation for the opportunity of chatting with you tonight and also for the opportunity of having been associated with the great people of Franklin. Many of them, my close friends, have passed on, but their influence still remains a dominant force. I am saddened by the passing of the physical Franklin and the passing of my friends. Yet I realize that the influence of the greatest personality ever to walk this earth was not felt until long after his death. I am sure that our country will appreciate Franklin's great contribution to mankind more and more as the years roll by.

Goodnight everyone, and thank you.

FOLLOWING IS THE TEXT OF A LETTER TO MR. DOMAN DATED OCTOBER 4, 1954

Dear Carl: I am indebted to you for sending me copy of your address to the members of the H. H. Franklin Club at their annual banquet in September.

As you can imagine I find your address deeply interesting. I am sure that it was equally well received by your audience.

Perhaps you would like to know something of the origin of the Franklin car. In the early 90's of the 19th century I had a die-casting shop at what was then known as 241 W. Onondaga Street. I had the "dies" (steel molds) made by the Lipe shop in S. Geddes Street.

It was in that Lipe shop that John Wilkinson developed the air-cooled engine and built his first automobile.

One day John gave me a ride in the "machine" and explained the air-cooled engine. Following this ride I employed Mr. Wilkinson at the princely salary of $100. a month to continue the development work. So sound was John's design, we immediately began to make cars for market, and, in the first year made and sold 13 cars. (signed) Sincerely yours, H. H. Franklin.

John Wilkinson in the "First Franklin"

THE JOHN BURNS COLUMN

The HHFC is fortunate in having as Technical Advisor a man who is thoroughly familiar with Franklins from the earliest car of John Wilkinson's to the last car, the Series 19 of 1934. For the benefit of new members, Carl Doman had this to say of John Burns: "In the medical world we often hear of a great diagnostician. In the field of automotive engineering John Burns could truly be called a great diagnostician. He had no equal. Often I have observed with admiration mixed with wonder as he would listen or touch a malfunctioning unit and quickly announce the cause of the trouble. It made no difference if it was an engine, an axle, a carburetor, or a transmission. He was always the master - the true "Doctor of Motors". And, as if that were not enough, Mundy Peale, President of Republic Aviation Corp., said of him: "I have seen many great mechanics and many great engineers ---. He is the best yet". Questions on mechanical problems may be addressed to him at 225 Reed Ave., Syracuse, New York. John requests that return addressed envelopes be enclosed and we ask members to forward copies of his answers to ACN for publication. - Ed.

QUESTION: (from Dick Lamphere, Oak Ridge, Tenn.) What kind of PISTON RINGS should be used with Series 13, 14, and 15 engines? ANS. "My idea of a good piston ring is Perfect Circle and on top of each piston I would place a chrome-plated one. At the same time I would do a knurling job as recommended by Perfect Circle to take up wear."

REPLACEMENT PISTONS - "Try to find a piston used by someone else (by looking over the stock of some parts dealer), and try to find one that is a bit longer from pin to top -- say 1/32 or 1/16 or even a bit more, but not over 3/32."

FUEL PUMP DIAPHRAGMS - Mr. Lamphere added his own information that fuel pump diaphragms may be reclaimed by inserting one or two sheets of about 0.010" thick neoprene sheet between the sheets of the original cloth. Thus a leaky diaphragm can be fixed with about an hour's work and almost no cost. Be sure to insert the neoprene between the cloth sheets, however, as neoprene by itself will 'grow' under the influence of oil and gasoline and the pump will become inoperative in a short time.

VALVE OIL SYSTEM ON SERIES 16 - (in answer to questions from William Ruthruff, Port Isabel, Texas) "Your letter came this a.m. and I have read it through. I will tell you that this full flow oil system was first used on your Model 16 - 1932. There is a ceramic pencil or filter in that assembly on the side of the rocker cover and apparently some of them are missing. Now here is my suggestion. Forget this valve oiling system - shut off the oil at its source - and oil the pads under covers by soaking them in engine oil. Squeeze out a bit. Now this is the system used up until the 32 car appeared. I had a 1931 Series 15 and oiling the felts by hand worked perfectly. Be sure that oil is going to chain (timing). I don't believe you could buy these filters and I am absolutely sure you won't be wrong. Just take off Pipes and forget it, using 1/8" pipe plugs to fill holes. You sure got a good car. That was the last engineered car made by the HHF Co. Any car after that was just made like Topsy. Use a #30 oil, same as engine uses, or #40 for summer use."

GASOLINE MILEAGE ON A 12-B - (in answer to questions from E. A. Sammis of Roslyn Heights, N.Y.) "Your letter of recent date arrived. You say it is a 12-B --- Well, that model was made late 1928, early 1929. It did not have too much power and was a bit heavy and it also used gasoline -- more than you care to admit. If you got 9-10 M.P.G. on starts & stops that's about all it had in it. It rarely gave one 12.8 - 13 M.P.G. on good runs. It's compression ratio was 4.7 to 1 and its power was around 85 H.P. at 3400. I believe you could tell if it was running rich by careful observation. If you were warmed up nicely and it was running smoothly, try pulling out the choke a trifle. If it tends to run unsteady immediately, you will know that it is OK. On the other hand, if it picked up a bit you would know it was lean. However that 12.5 M.P.G. was standard for that model and I might add cars of that vintage all used gas (I am speaking of other makes too). Low comp was one of the answers but it was due to the type of cooling system used. Steel fins on cyl. Series 13 used copper fins permitting higher comp ratio and a bit more powe" and using less fuel. I am going to ask you to do one thing. Take off carb -- remove a plug in bottom of carb body and in that recess the main jet is screwed. On that model it loosened up and dropped down causing poor operation. If you will take a screw driver and put it in the slot at bottom of jet you might be able to screw it up by turning to right. If it is such force it in hard."

Mr. Sammis, in forwarding the Burns letter, added the following comments: "Incidentally, I have not seen much written about my 12-B Model -- which apparently was the long stroke job built when John Wilkinson's influence was on the wane. It displaces 236 cu. in., and my calculations indicate that it develops a piston speed of 2000 ft./min at just about 51 miles/hr. Believe it or not, this is virtually the same as for the Nash Metropolitan, and is considerably higher than that of most current American cars.) Our 12-B has the copper fins and may be a later model. As you might imagine, we were somewhat disillusioned by the fuel consumption, especially after reading some of the glowing accounts of Franklin economy in ACN. --- We hope to get "Uncle Ben" spruced up enough to make the Trek this year."

NEW PISTONS - We received the following note from Dick Hagen of Seattle, Washington. "I can get all sizes of new pistons for Franklins. They are available at the Tsungani Piston Co., 625 E. 11th St., Tacoma 2, Wash. To order, send series, standard or oversize wanted & old piston if possible. These are their own pistons designed for Franklin and come with pin. This is an old and reliable outfit and they have turned out pistons for many local Horseless Carriages including mine."

TIPS ON CROSS ENGINE RESTORATION
by Arthur Amick

Each of these methods has been used successfully on the r . 1 noted.

GASKETS-1905- Main exhaust, IHC 24520 C; Intake 251-235 RI, both of these items are stock International Harvester parts.

VALVES-1905- Olds 88, Thompson No. S-1849. These are adapted by turning down stems as well as cutting length. This valve is very difficult to drill, cut groove and fit with old time horseshoe lock, this makes very neat job.

TIRES- Any year for which suitable- Very fine 28 x 3 Dunlops are available through Mr. Percy A. McBride, 36 Queen Street East, Toronto, Canada. Prices quite reasonable, allow plenty of time for shipping.

DRIVE CHAIN-1905- While not currently a stock size Diamond Chain people will make them up on order, prices reasonable.

PYRAMID ALUMINUM FOR FLOORBOARDS- This may be procured from Barry & Bailey, 2421 N. 27th Street, Philadelphia 32. The Bailey of this firm is Sam Bailey of AACA, VMCCA, etc.

PYRAMID RUBBER MATTING, white - George J. Arafe Co., Inc., 83 High St., Boston 10, Massachusetts.

PISTONS-1905- Regular Plymouth aluminum pistons are suitable, these will not change compression ratio, have somewhat larger wrist pins but bushings are large enough for boring to fit. Suggest using 2nd, 3rd and 4th rings only. Bosses are too narrow and will have to be machined off somewhat.

VALVE SPRINGS-1905- Miller and Van Winkle, Inc., Sherman and Crosby Avenues, Paterson, New Jersey, will make springs at reasonable costs to any specifications. For 1905 refer to Order No. 401-M and 401-MA dated June 1953. These springs are 28 1/2 lbs.

SPRING CLIPS- The Cleveland Hardware and Forging Company, 3270 East 79th Street, Cleveland 4, Ohio, can furnish the old style carriage clips. They carry only one size.. #2108-5-1/2..These may be altered to required size by cutting and brazing in a length of strap.

REAR AXLE BEARINGS-1905- Hyatt Roller Bearing people can furnish replacement bearings from stock.

HIGH TENSION CABLE- Original 1/2" Packard cable may be secured from Earl S. Eckle, AACA.

WOODEN WHEELS- An excellent outfit who will take much interest in your problem is Eberly & Orris Mfg. Company, Mechanicsburg, Pennsylvania. Mr. S. T. Sunday, President.

CLEANING ALUMINUM- Ordinary lacquer thinner does a beautiful job of cleaning aluminum, especially castings where many methods spoil original appearance by too much polishing. Just brush on and wipe dry with soft cloth.

CYLINDERS- Some will not agree, but a light sprayed on coat of KEMICK 11 will give them somewhat the appearance of a new gray iron casting, resists further rusting and has no bad effects that have been discovered by the writer. The same material is excellent for exhaust pipes, if a number of heavy coats are put on pipes they may be polished to an enamel-like shine.

STRIPPING WOODEN WHEELS- Again some will not agree, but an excellent job in almost minutes may be done by submerging the wheel in the hot solution used in radiator repair shops to clean radiator cores. Wheel should then be allowed to dry for a few days and sanded to remove fuzz, all paint will be gone. Suggest a test piece of old painted wood be used first as these solutions may vary in different shops. CAUTION, these solutions will ruin aluminum right now.

LUBRICATING SPRING LEAVES- Make a very thin paste of white lead and sweet oil (ordinary olive oil) and apply between leaves. This is quite effective and does not affect the job of painting as an oily product does. It is an old carriage makers method and the tip was given by Mr. George Green, the great Oldsmobile expert.

Some NOTES ON THE BROWER CAR
from JOHN BURNS
(see back cover of Issue #6)

"You asked if I knew anything about the Little Wagon on the back of #6 - of course I saw it lots of times around 1902. A safe & lock & key man supposedly made it. He was an old time mechanic delving in this and that. He had the first telephone line in Syracuse - so he could have made it. The people of Syracuse believed it was his car. He had ability to do it and, as I said, lock & safe work was an expert mechanic's job. When I saw this car it looked as if it had a lot of service behind it. Of course if a car went a mile in those days it was a wonder. I remember John Wilkinson saying to me back in 1903, "You know, Johnny, we go as far as Camilus with my cars" - Camilus is 9 miles west of Syracuse. The roads were terrific on account of the hills and the washouts when it would rain.

The wheels on this car were of a vintage of 10 years earlier than 1900. By that I mean any wheels made from 1895 on had spokes on a tangent - in other words, crossed - sometimes 3 & 4 spokes. Look at a present day bike wheel. On earlier than 1895 they simply went from hub to rim, straight, and if you will look at the early cars of Benz - Daimler - French & German cars, you will see the same set up. It is possible that someone is trying to promote this little car. Dick Wright at the Onondaga Historical Society and I have discussed it and he feels it is earlier than Duryea, supposedly the pioneer, but my history reads different. I believe that a lot of early attempts were made and some were successful. I believe this Brower car was made at least around 1892 but history says there were cars in Europe 1865. This Brower car had a French make air-cooled 1 cyl. engine. Can be seen easily in picture. I never heard any one of the early pioneer "Motor Bugs" discuss this car. They discuss Selden a lot on account of the patent situation but it seems that if Brower was ahead of all others his name and ideas would have been involved somewhat in legal forms. I never saw this Brower run but I knew people who did see it run and looking at it it had tire wear that showed it ran. By the way, pneumatic tires did not come in until around 1893 if I am correct. It seems to me the Tillinghast Patent was granted around that time for "Hose Pipe" tires as single tube tires were called. Well, I have told all I can remember. It was a lot smaller than cars made around the turn of the century. So it might be an early one. ---".

A second letter to John asking for more information about the tires brought the following:

"Now first of all the tires are pneumatic - known as single tube or hose pipe. The first pneumatic was invented by Dunlop and patented in 1888. The first of these were called Rag Tires. They were a lot like the present bycicle tires - a shoe & tube. Now - as I said the first hose pipe or single tube was made & patented by a Mr. Tillinghast and I am sure it was in 1893. These first hose pipes were made by Hartford Rubber Works, Hartford, Conn., later to become U. S. Rubber. I am not sure what the tires that I observed on the Brower car in 1900-01 were the original tires built into car. He could have had new rims installed and pneumatics used with the new rims. I did it on a lot of buggies in a period from 1901-04. The first Duryea car made by Charles & Frank Duryea had solid tires in 1892.

"Now as to the authenticity of the Brower dates I do not believe the old boy was involved in any promotion of his idea. He was a simple ambitious Yankee who worked around the clock for money to live on and relaxation. Hank Ford's first car of 1896 had pneumatics, single tube, same as on Brower's car. I believe the first pneumatics came around 1893-1894. One thing stands out on Brower's car. His wheel design, i. e., the method of lacing the spokes in hub & rim were older than what you see in Henry's car. Henry's car had spokes leaving hub on a tangent crossing others 2 or 3 times while Brower's were straight out of hub to rim. The earliest American cars other than gasolene were equipped with wooden wheels (carriage) and solid tires. Fine electric vehicles made in the early nineties - I am sure if the hose pipe tires were available they would have had them because in New York & Chicago - Phila Boston all had a lot of cobble stone roads and did solid tires vibrate, but they were quiet over the conventional steel tires used by the common people like you and me."

MEMBERSHIP: Some time ago I took on the membership department. I do not want to revert to mossy slogans like "Every member get a member", but do need plenty of help. Our excellent publication will maintain or increase its standard in direct proportion to the size of the membership. Probably almost every present member knows one or more people who have a Franklin or who have expressed interest. Way back here I cannot know these people, so won't each of you try to scout out at least one new member in your area? A. H. Amick, HHFC Membership Secretary.

A REVIEW OF MODERN AIR-COOLED CARS
By John A. English

Many people are under the impression that air-cooled engines in cars overheat and thus were withdrawn from the market. Some observed that Crosley switched to water-cooling after the war and thought Franklin did when the hood resembled that type in 1925. They may have learned that air-cooling was dropped by Premier in 1905, by Marmon in 1907, and by Knox in 1912 in favor of water-cooling. They may know a few makes were always air-cooled but gave up such as Frayer-Miller in 1909, Holmes in 1922, and Fox in 1925.

There were some foreign cars which changed over to air-cooling and stayed, such as Tatra in 1922. In fact, air-cooling is now flourishing abroad. Of the 18 cars that finished the '54 Le Mans race, 1/3 were air-cooled. The car that won the performance index for doing the most with a little was the 2 cylinder Deutsch-Bonnet (DB) using Panhard components.

No need to drive a water-cooled car if you don't want to. The following 2 dozen designs from 8 nations are listed according to wheelbase. Germany leads with 7, France follows with 5, Italy 3, Czechoslovakia 3, England 2, Japan 1, Austria 1, and U. S. A. 1. Some of the small ones are almost toy-like but are for full sized people.

Rosengart is probably the only conventional layout with front engine and rear drive. Most are rear engine but 6 have front wheel drive. Most of the engines have horizontally opposed cylinders and 6 use 2-stroke engines.

The two largest a-c cars, Tatra and Tatraplan, were not offered for 1954 but probably will be back after Czechoslovakia restores suitable conditions. Early in 1954 a 4 cylinder diesel was reported on the way to use in the Tatraplan probably as an option.

In addition to the plastic bodied Marathon and the DB, which has done well in numerous races, France offers about 9 other specials using Panhard components. Nardi of Italy offers such a special. It is surely a tribute to air-cooling to have so many specials using the Panhard design engine. This engine is further distinguished by using torsion bar valve springs. The Panhard cars are light for their size because of extensive use of aluminum.

The Citroen has a 2 year back log of orders in spite of its stark simplicity. It is light but not short. Until lately the engine was 375 cc giving 9 hp, now has 12 hp.

The Japanese Flying-Feather is reported in some magazines to have its engine in the rear while in some others it

MODERN AIR-COOLED CARS

Country	Make	Wheels Front	Wheels Rear	W.B. in.	Engine Location		No. Cyl.	Displ. cu. cm.	HP	Wt. lbs.
Cz	Jawa	2	2		R		2	489	26	
I	Isetta	2	2n	59	R	2 stroke	2	236	9.5	670
E	Bond	1	2	66	F	2 stroke	1	197	9	460
I	Siata	2	2	67	R		2	430	10	880
G	Hoffman	2	2n		R		2		12.5	725
E	AC	1	2	72	R	2 stroke	1	346	8	750
USA	King	2	2	72	R		1	376	7.5	500
G	Trippel	2	2	74.8	R		2	597	26	1200
J	Flying Feather	2	2	75			V2	350	12.5	880
G	Pinguin	2	1		R	2 stroke	2			1040
I	Panther	2	2		F	Diesel	2	479	12	
G	Lloyd	2	2	78.7	F	2 stroke	2	385	13	1015
G	Messerschmitt	2	1	80	R	2 stroke	1	175	9.5	385
Au	Denzel	2	2	81.9	R		4	1289	49	1400
F	Marathon	2	2	82.2	R		2	848	42	1525
G	Porsche	2	2	83	R		4	1082	40	1640
	"							1289	44	
	"							1488	55,70	1690
F	Panhard, jr.	2	2	83.8	F		2	848	42	1320
F	Deutsch-Bonnet	2	2	85.5	F		2	848	46,60	1300
F	Rosengart	2	2	88.6	F		2	743	40	1585
G	Lloyd	2	2	92.5	F	2 stroke	2	385	13	1320
F	Citroen	2	2	94	F		2	425	12	1120
G	Volkswagen	2	2	94.5	R		4	1192	30	1550
F	Panhard	2	2	101	F		2	848	48	1385
CZ	Tatraplan	2	2	106.2	R		4	1951	52	2550
CZ	Tatra	2	2	112	R		V-8	2958	75	3015

n - rear tred much narrower than front

(continued on page 18)

For a full decade Franklin used the famous Renault Hood, or variations of it. Beginning with the 1911 model, it symbolized Franklin's independence of spirit. But, typical of non-conformists, Franklin was under constant pressure from without to fall in with conventional styling practice. Whether a mistake was made by finally yielding on the issue is a moot question.

In attempts to develop alternatives, a number of experimental models were made, some of which are shown on the following pages along with some of the more unusual stock body types of the period. There were other cars, too, cars that according to John Burns were frank copies of Packard and Pierce-Arrow.

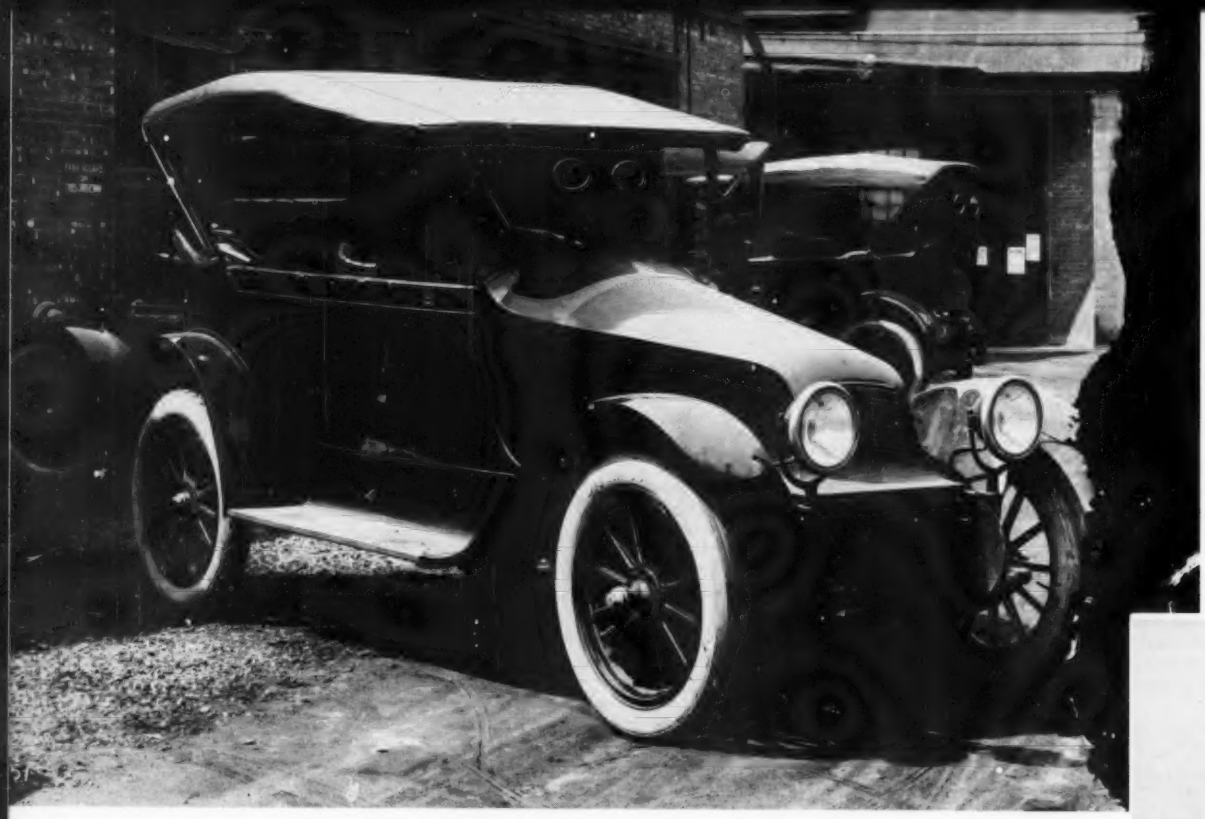
However, these and other experimental models were all scrapped when J. Frank de Causse joined the firm. Current at that time was the Fiat-like hood of the 1921 Series 9B sedan shown below. De Causse ended the groping definitely and with finality by introducing a fake "radiator" complete with cap, and, whatever the wisdom of this may have been, it must be admitted that the de Causse Series 11 hood was a classic design, of lasting beauty. If Franklin had to have a "radiator," then it got the most distinctive one on the American scene.

But we are departing from the theme of our Salon section - the Renault Hood era and some of the more interesting body types of that period. Elegance was the keynote of the closed models which were equipped with: hat and parcel rack, coat hooks, dome and corner reading lamps in Tiffany glass, robe cords and grab handles, umbrella holder, silk shades and draped curtains, ladies' companion and men's smoking set in mahogany, boquet holder, mahogany tray with ash receivers, cigar lighter, clothes brush, mirror, notebook, and pincushion!

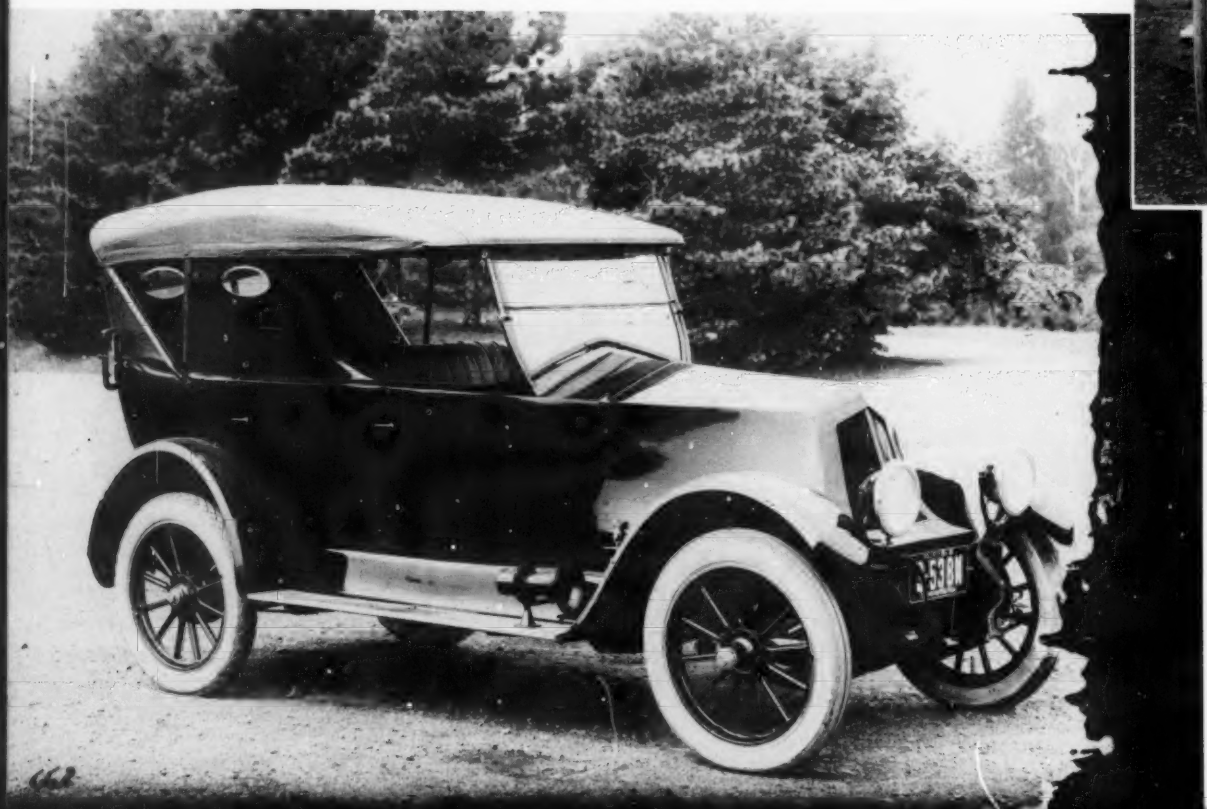
Two of the designs shown, a sedan and a roadster, were exceedingly radical for their year, 1916, and, with this early date kept firmly in mind, one is able to forgive the designer, if only a little. When confronted with these photographs at the '54 Trek, both Mr. Franklin and his nephew, Howard S. Franklin, vigorously denied any knowledge of them. Howard broadly implied that they must have been the work of some independent designer and was emphatic that the Franklin Company would never have authorized construction of such monstrosities - in 1916, or otherwise. However, some months later these and other photos were sent to John Burns for identification and were returned with the terse comment: "Series 9A Chassis, 1916, Hood & Body Experimental".

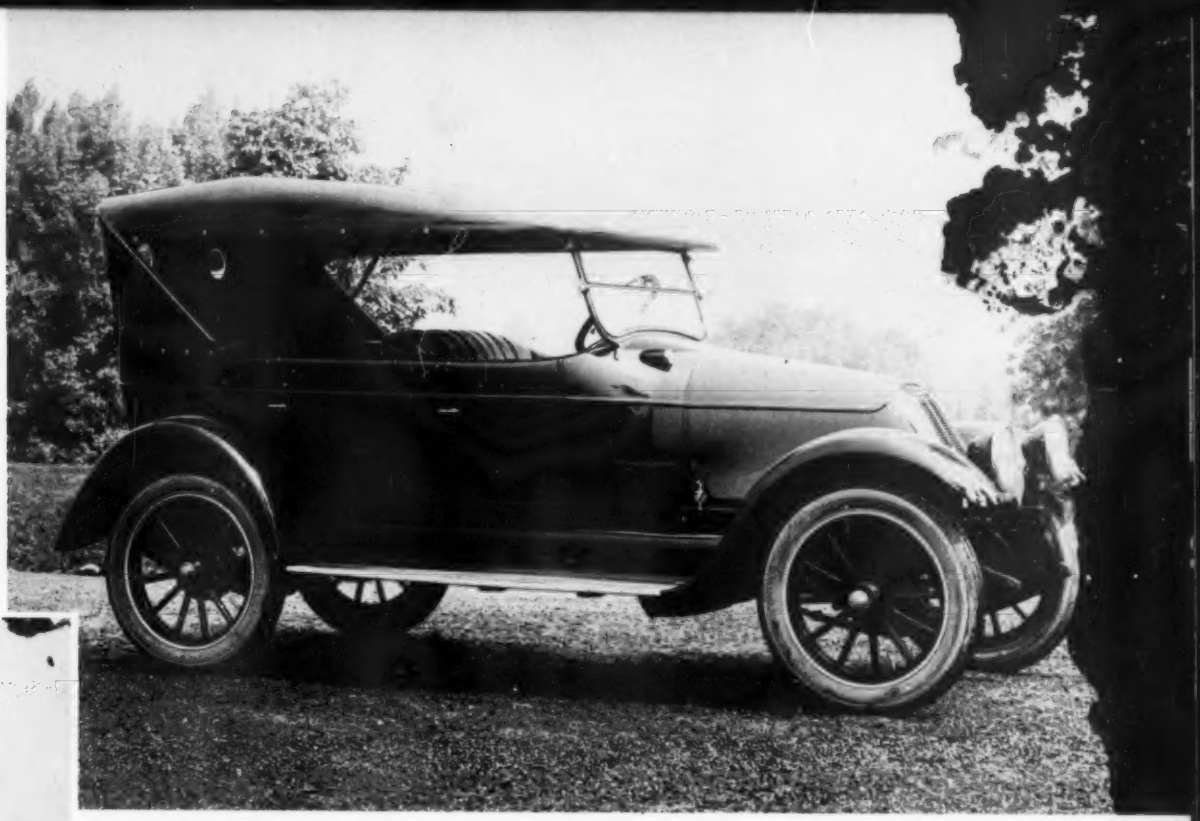
All but three of the pictures were obtained from Mr. Richard N. Wright of the Onondaga Historical Association. The cover picture of the 1915 Berlin, the photo of the 1915 Series 7 coupe, and the 9B Sedan below are reproduced courtesy of the Manning Brothers Photographers of Highland Park, Michigan.

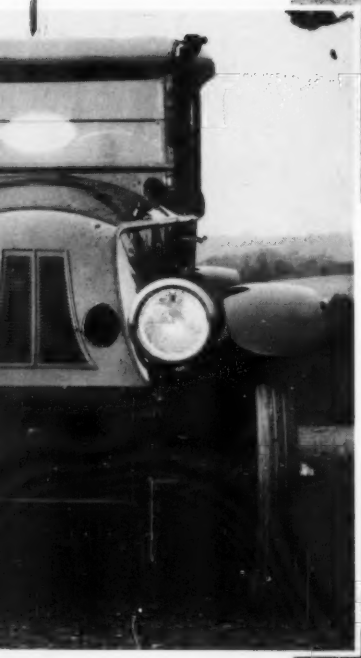
Salon



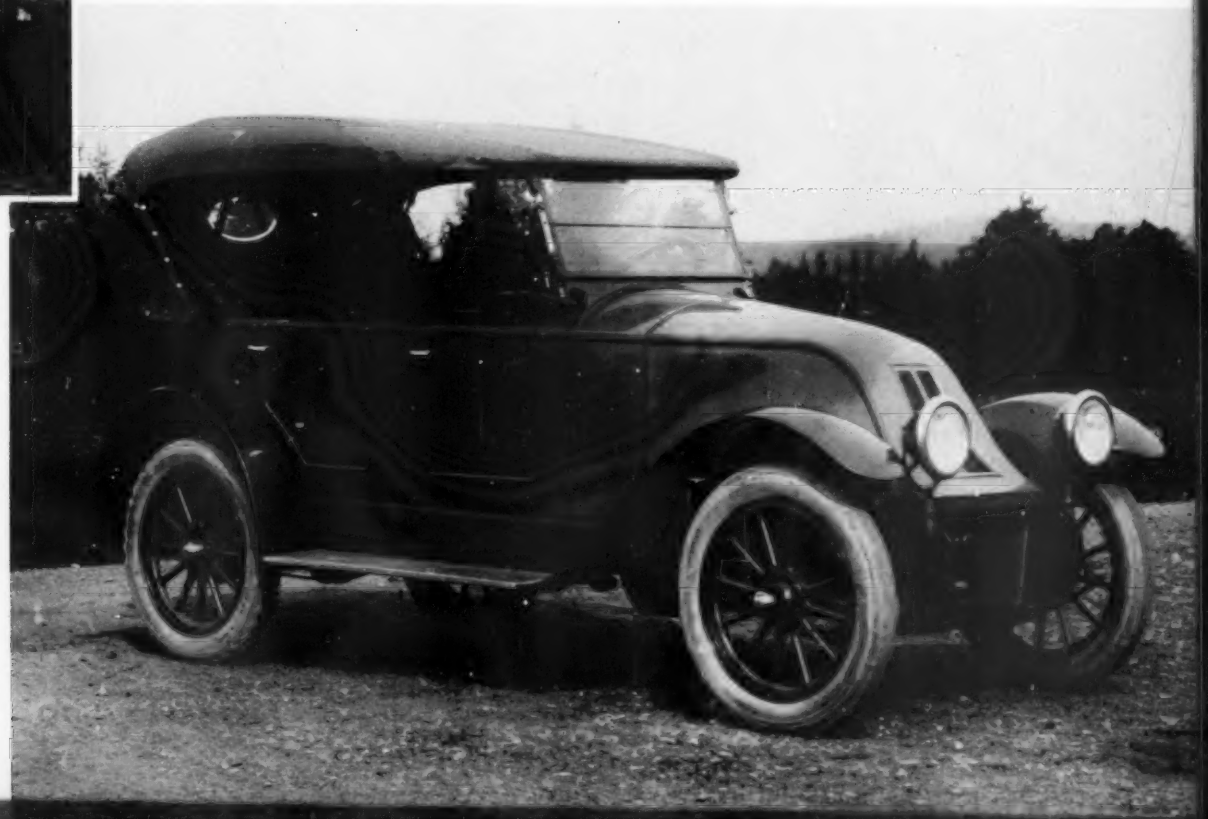
Series 9





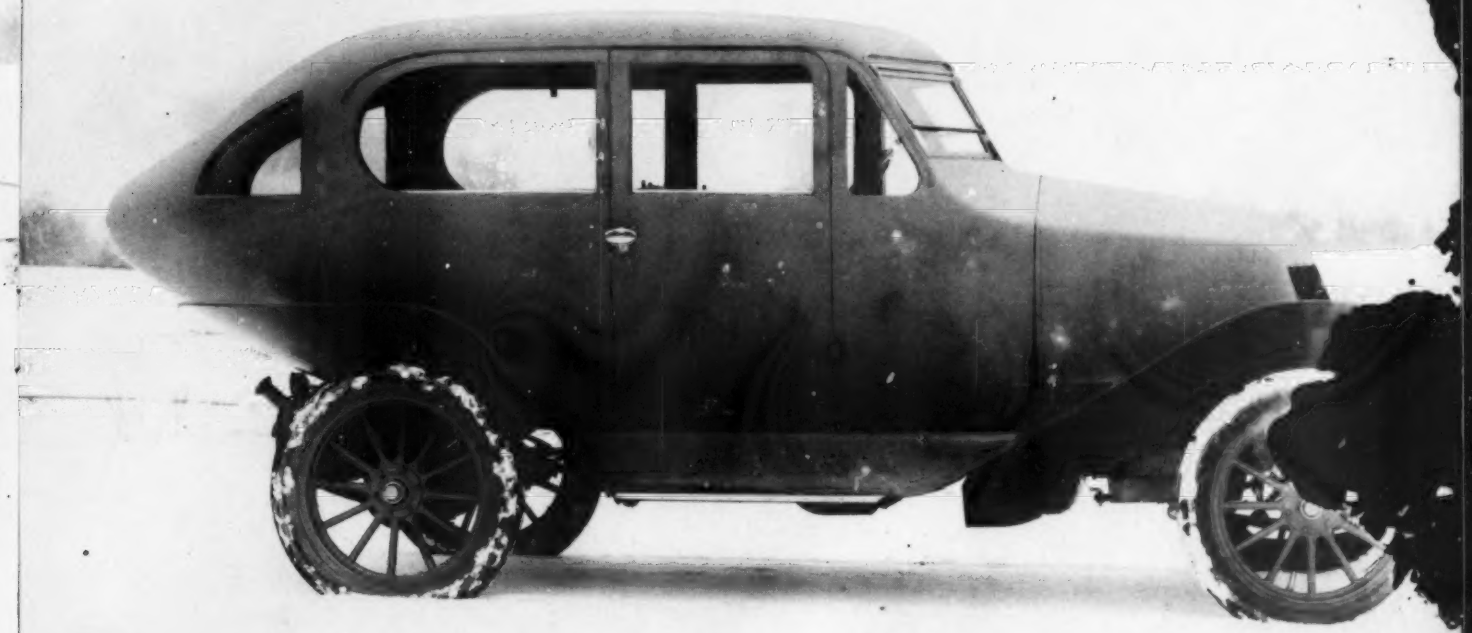


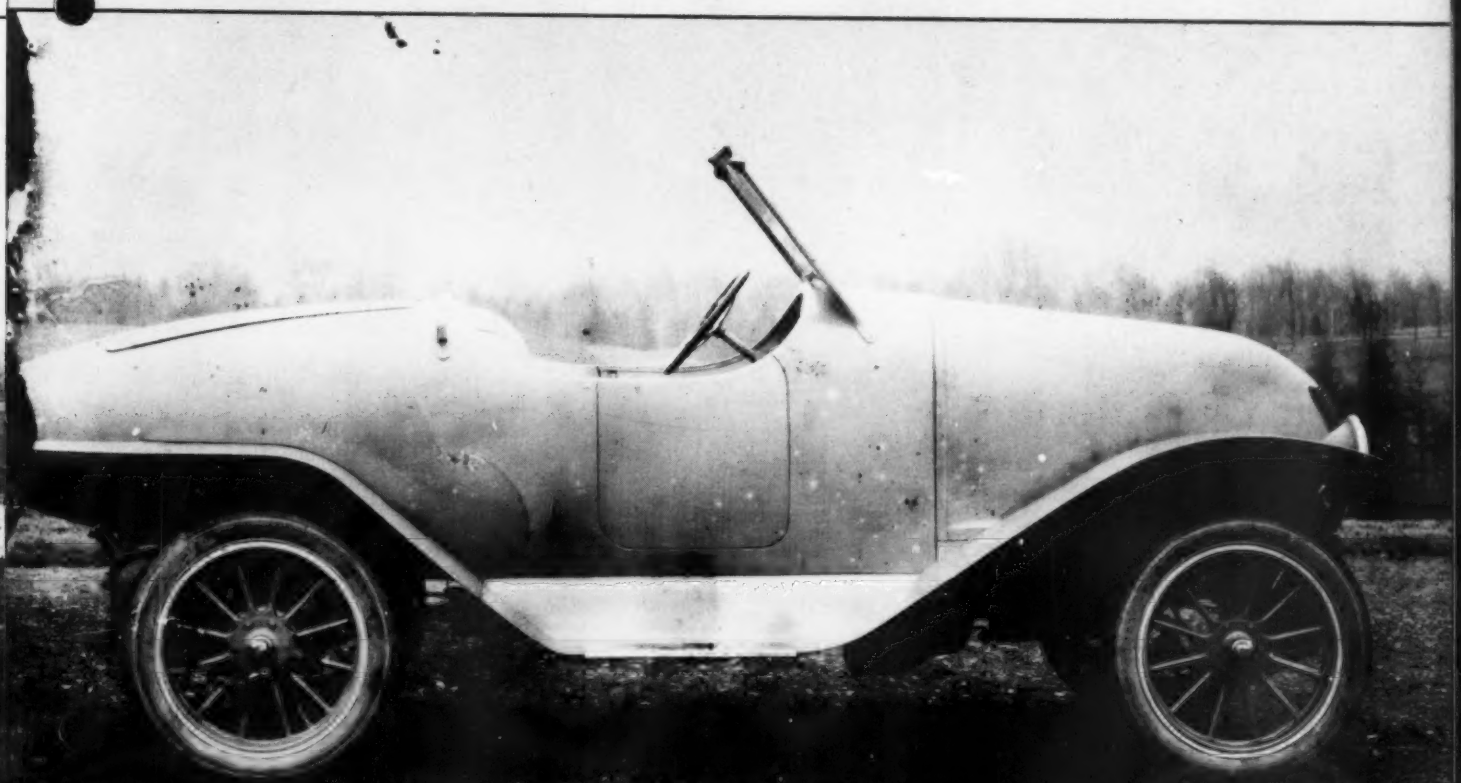
"Everyone Had An Idea"



Series 9

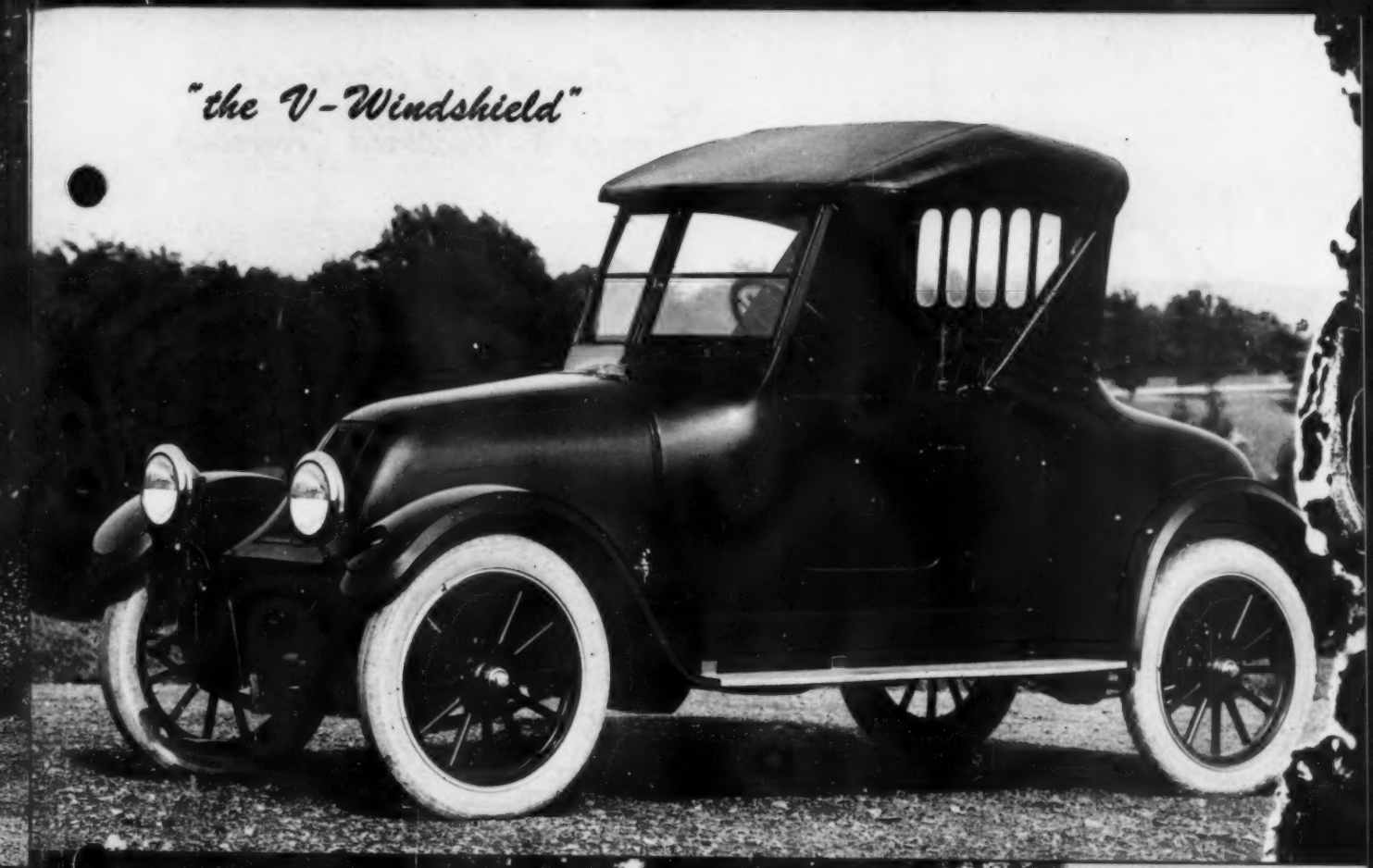
"The Models None Admit Building"

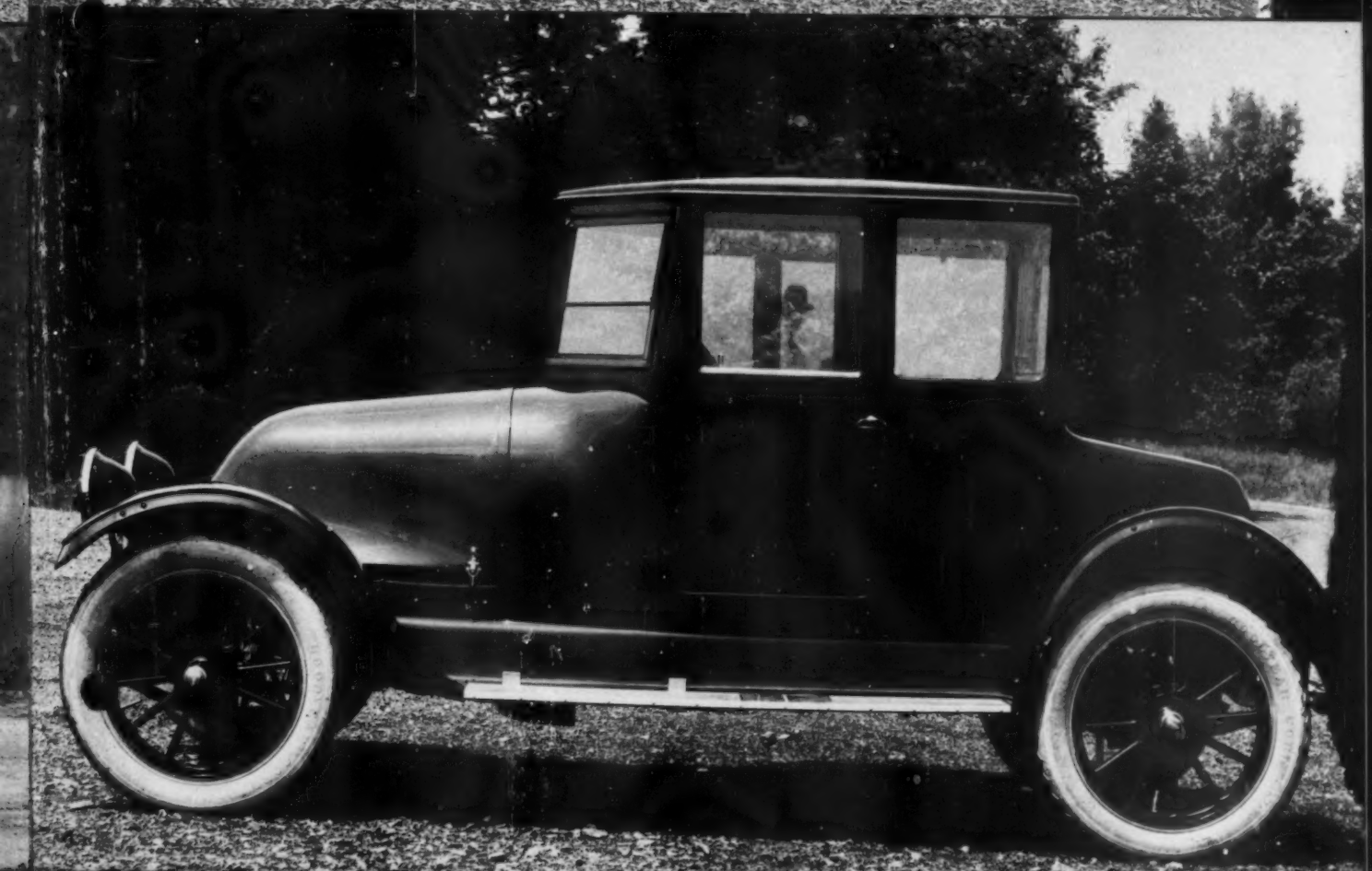


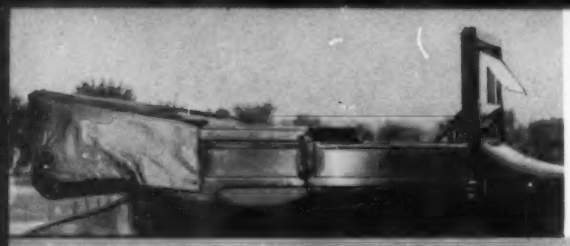


Series 9

"the V-Windshield"

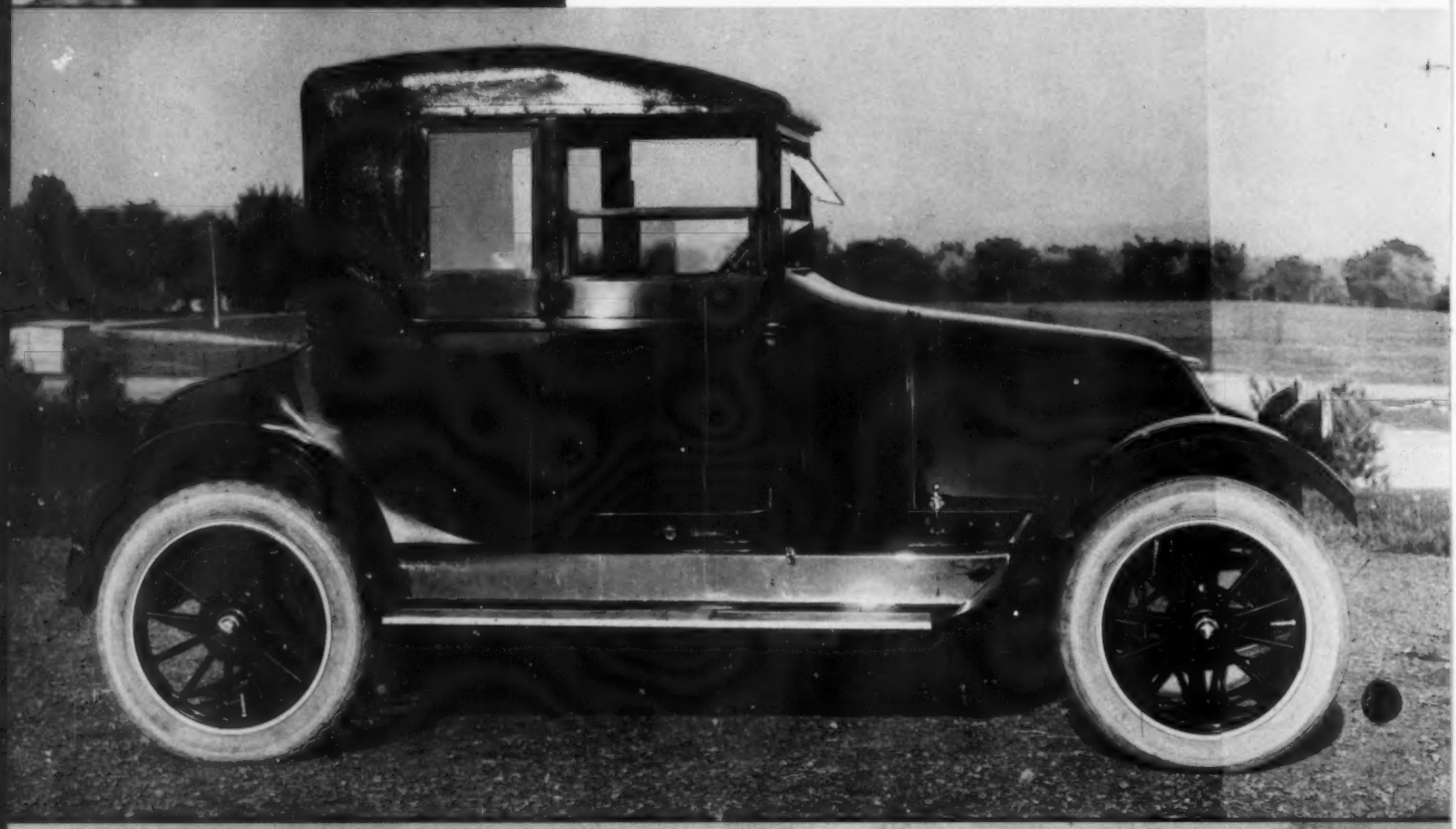






Series 9 A Cabriolet

Series 8 Victoria Touring



GERMAN AIR-COOLED ENGINES REVIVE FRANKLIN ARGUMENTS

By Harry Le Duc (from the Detroit News, Dec. 31, 1954)

"What ever happened to the air-cooled cars in America?" was a question that came up after the recent Mexican Road Race when six German Porsches finished strong.

A Porsche won the small sports class. Three were fast enough to be in the first 10 for the whole 1,908-mile race. The Porsche is air-cooled, as is the German Volkswagen.

The last car with an air-cooled engine produced in America was the Franklin, made in Syracuse, N. Y., dating from 1902 and folding finally in 1934. There was an air-cooled engine made in Lansing in 1908, and in 1923 an air-cooled Chevrolet was brought out but recalled from the market without explanation. There also were the Holmes and the Fox.

The Longest Fight

But Franklin's fight for public acceptance was the longest, and to this day there are former Franklin owners who will argue the superiority of the air-cooled engine over the water-cooled. The success of the German cars gives them more material.

Floyd Clymer, in his new "Historical Motor Scrapbook", makes this contribution: "I still can't see any reason why the car owner of today should be burdened with a needless radiator, water pumps, hoses, a water-jacketed cylinder block, fan, fan-belt, and the added weight of these unnecessary components."

Clymer says we have better oils, spark plugs, metals, pistons, rings, and valves than in the days when air-cooled cars were in production. He concludes:

"Viva the air-cooled engine! May it return again some day to power our American-built cars."

Price Went Too High

Franklin may have priced itself out of the business. By 1928 its four models ranged to $7,000, and the depression took good care of that kind of car.

Though its top model was a long car (144-inch wheelbase), its air-cooled engine gave it a weight-saving of almost 900 pounds. It boasted one horsepower to each 35 pounds of weight.

The Franklin had a 12-cylinder valve-in-head engine in two banks. The bore and stroke were 3 1/2 x 4, compression ratio 5.12 and maximum power was attained at 3,100 rpms. The Franklin claimed 150 horsepower, which means it was far ahead even in the days when no horsepower race was involved.

Hitler Money Helped

The Franklin's cooling system was air draft directly to the space within its V-front and across cooling fins on the two rows of cylinders, down to the outside air.

The Porsche is air-cooled by a fan automatically regulated by thermostat. Its engine of four cylinders horizontally opposed is mounted in the rear, as the engine is in the Volkswagen.

Hitler money made possible the experimental work back in the '30s, although the Porsche family, with Ferry Forsche the present head, dates away back as car-makers.

Had the Franklin not been forced to meet competition and if it had survived the depression, its procedure undoubtedly would be popular today.

LEAD: We drove a 1930 Club Sedan in near MINT CONDITION on May 28th. Black, white sidewalls, side mounts & wire wheels - a car with lots of eye appeal. Owner wants $700. He is J. E. Householder, c/o Mason Hotel, Claremore, Oklahoma - is not a collector, having taken car in on some trade. Further details by writing Editor. Suggest prompt action.

WILLIAM B. STOUT
2211 South 19th Avenue
Phoenix, Arizona

March 18, 1955

Mr. Carl T. Doman
Ford Motor Company
Dearborn, Michigan

Dear Carl:

Thanks for recommending me to the H. H. Franklin Group, and for the courtesy of membership which you made possible.

I am glad to be counted as one of the enthusiasts. When is somebody going to start building a good air-cooled car? Some of these firms with their backs to the wall should see an opportunity in it to at least have a forlorn hope, but if somebody started it they would all have to do it.

Best regards.

Sincerely,

William B. Stout

(Note: Mr. Stout is the famous inventor who developed the Stout tri-motor airplane, the SCARAB, portable homes, and many other things. - Ed.)

September 21, 1954

Mr. Carl T. Doman
Ford Motor Company
Dearborn, Michigan

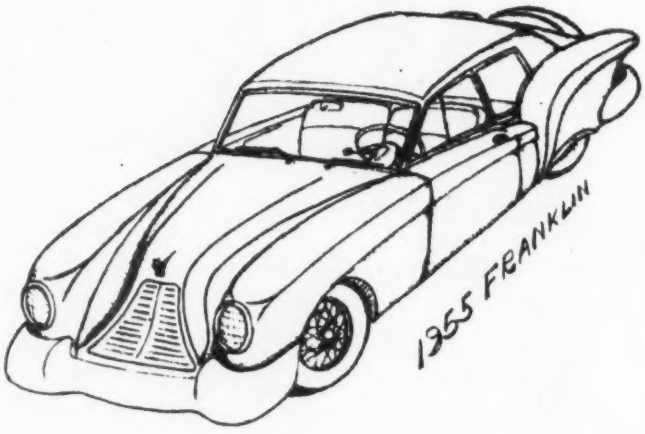
Dear Carl:

Dave has given me a copy of your address. It's certainly interesting, and I would like to have been there to hear it all. People, even in the automobile business, think of Franklin as the car with the air-cooled motor, but they forget the many points that you have properly developed in your address wherein Franklin had the first idea of many common design factors. While the full elliptic springs and wood frame are impractical for today's automobile production, more thought could be given to get the end result through other methods.

I've often said when people asked me why Franklin closed that it was not due directly to the product but rather to judgment, conditions, and times. On the other hand, I don't know of any product which has created such a personal feeling as the Franklin automobile did to the factory organization, the dealer organization, and to owners. You remember that we would lay off a lot of people who would get jobs around the city, but as soon as we called them back 90% of them would come back for their old jobs? They knew they might get laid off again, but they just liked the idea of working on that Franklin.

The pressure of competition is going to make some radical changes in automobiles but not in the immediate future. You know more about this than I do, but I believe that before we have solved for general production the gas turbine there is going to be some changes in reciptocating motors other than through the increase of compression ratios. Sooner or later frames are going to be insulated from axel assemblies and

(continued on page 18)



By W. Fenton Meredith

The following people attended the 1954 Franklin Trek:

Mr. and Mrs. Fred J. Pommer, Mr. Athol Odell, Mr. W. Fenton Meredith, Mr. Robert Fellers, Mr. Kenneth Hagberg, Mr. Paul Hagberg, Mr. Mackey Rodgers, Mr. Clifford W. Boram, Dr. C. E. Logan, Mr. and Mrs. A. H. Amick, Jr. Mr. Chapin Condit, Mr. Thomas H. Hubbard, Mr. and Mrs. Sidney Smith, Mr. Arthur Smith, Mr. Leonard Smith, Mr. and Mrs. Ray Rodgers and son, Mr. John P. Manwell, Mr. Donald A. Muir, Mr. and Mrs. Maynard Buchanan, Mr. Miles S. Amick, Mr. and Mrs. Carl T. Doman, Miss Betty Doman, Mr. Edward Tracy, Mr. and Mrs. David T. Doman, Mr. and Mrs. John L. Burns, Mr. H. H. Franklin, Mr. Howard S. Franklin, Mr. and Mrs. Stanley Wilkinson, Mr. and Mrs. Nelson P. Reynolds, Mr. and Mrs. George O. King, Mr. and Mrs. Earl Buchman, Mrs. Marjorie M. Andrew, Mr. George Macauley, Mr. Ronald Andrew, Miss Dorothy Bowman, Dr. and Mrs. George Boyer, Miss Susan Boyer, Miss Wendy Boyer, Miss Nanette Boyer, Mr. and Mrs. Albert L. Walker, Mr. Russell Decker, Mr. Karl Feather, Mr. Frank Veirs, Mr. John A. Stewart, Mr. Robert E. Stewart, Mr. Harry Pettitt, Mr. and Mrs. Sherwald Sedgwick, Mr. Mihran Melkonian, Mr. E. S. Marks, Mr. Hugh Goodhart, Mr. and Mrs. Laurance Petrie, Mr. and Mrs. Robert C. Clark, Mr. Richard N. Wright, * Miss Vi Hosler, * Mr. Harry Moore, Mr. Gregory Keefe.

*Onondoga Historical Association

(continued from page 17)

bodies. If as much time and thought was put on chassis as has been put on motors, I'm confident that many improvements would follow.

Best personal wishes.

Sincerely yours,

Lloyd B. Benham,
Executive Vice-President
Porter-Cable Machine Co.

(Note: Mr. Benham was one time Export Sales Manager for the Franklin Co. - Ed.)

(continued from page 1)

New memberships for 1955 and renewal memberships have already passed the year-end total of 340 for 1954. That's wonderful. And for the record, emblem sales have passed the 200 mark. Only a year ago some wondered if we would ever unload the first 100.

We failed to report in Issue No. 6 our experiences in driving the 1934 V-12 Club Brougham from New York to Arizona following the '54 Trek at Syracuse last September. Suffice it to say that aside from some ignition and fuel pump troubles, the trip was uneventful. What that car could do to a ten dollar bill at a gas pump was depressing, but out on the open road, one has all the thrill of piloting a loaded freight train down an expressway.

Bill Hamlin's "1935 Olympic" & Tucker

(continued from page 8)

is said to be in the front. Some report it as a 2 cyl., others as a 4. This could be two different cars. Japan probably has other a-c cars but too little was known to list them.

Argentina is slated to offer a front wheel drive car, the Justicialista, using the Porsche engine.

The car enjoying the most sales outside of the U. S. A. is the Volkswagen which has become the No. 1 import here. All this in 8 years. With an unglamorous design that has had few changes since leaving the drawing board 18 years ago, this rugged little gem with logical features has become the Model "A" of Europe, its engine being put to versatile uses. It is being exported to over 100 nations.

Such successes might well be the influence necessary to return air-cooling to its deserved popularity.

Our nation has been using military tanks with a-c engines and has been developing a full line of unique trucks, the latest of which, the "Mighty Mite", might be of interest to us motorists. This jeep-like vehicle of 1500 lbs. can climb an 87% grade. The original by Mid-American Research Corp. of Wheatland, Pa., was powered by a Porsche engine. Nash now has the manufacturing rights and hopes for a contract to supply the Marine Corps with "Mighty Mites" using a Nash designed air-cooled aluminum engine.

Success with this experience could influence Nash to use air-cooling in their cars. Surely H. H. Franklin Club members would rejoice at the return of air-cooling to America.

Samuel Adelman
635 South Columbus Avenue
Mount Vernon, New York

2/13/55

C. W. Boram, Esq.

In my capacity as a car dismantler (not a wrecker) I was always impressed with the fine engineering features, cleverness of coordinated relationship, remarkable accessibility and quality of the Franklin car

This observation results from observations and comparisons with various different makes regardless of popularity and price range. Am sincere in stating that the Franklin was an outstanding engineering achievement.

Am taking the liberty to express my respects and esteem to the creators of the Franklin with a modest token of esteem to be used as you see fit.

Can't think of any other way of expressing myself.

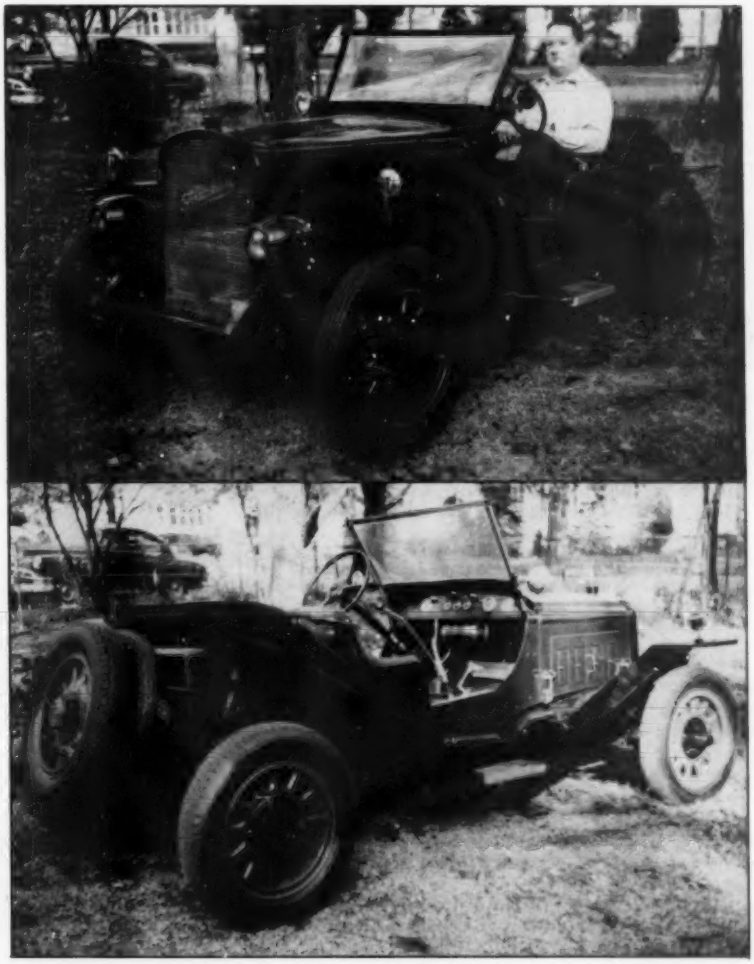
With respect to Franklin creators,

Sam'l Adelman

A FRANKLIN SPORTIFF
By O. F. Springer

The two pictures are of a car which used to be a 1930 (OK, but that hood and steering wheel look like '32 to us - Ed.) Franklin 4 door sedan. Due to poor condition of body, we removed same, shortened wheelbase to 109 inches, made up dummy radiator core - used old hood and cowl, but lowered same 3 inches. Installed seat from a fire engine truck. Used old gas tank but turned it on edge. Back of that we used plywood trunk. We also made up 4 sportiff type fenders.

You would be surprised, but the performance of the car is wonderful.
(O. F. Springer, 339 Bay Street, Springfield, Mass.)



All In A Lifetime— —Popular People

I'M THROUGH COOLING MY MOTOR, BILL - WANT TO USE MY BUCKET TO REFILL YOUR RADIATOR?
NO THANKS - WHEN I DECIDED TO JOIN THE OLD-TIMER'S AUTO CLUB AND GO ON THESE TOURS, I PICKED ME AN AIR-COOLED FRANKLIN - SO I COULD RELAX DURING THESE REST PERIODS!
SOME DAY I'M GOING TO DOUSE BILL FRAZER AND COOL HIM DOWN!!

FOR SALE

4 HUBCAPS believed off 1928 model, all brass, abt. 3" diameter. $4. for set. Ben Cahill, P. O. Box 1034, Santa Cruz, California.

The H. H. Franklin Club, Tucson, Arizona - Gentlemen: We have manufactured numerous replacement radiators for antique cars and would like to have you place our name on file to be given to any members of your club whenever they have need for a new radiator. We can duplicate the radiators and can assure you they will be more than satisfied. Looking forward to being of service to the members of your Club, we are - Yours very truly, FABER SCHNEIDER RADIATOR COMPANY, G. C. Steffey, President.

Pair of Series 11 or 12 head LAMPS, no dents, but do need replating. Lenses good. $25. Herbert P. Clauberg, 15 S. Overbrook Ave., Trenton 8, N. J.

Small catalog-type BOOKLET entitled "Over 100 Facts about the Franklin", circa 1916, small 24 pages. Price $5. John T. Robinson, 1028 Freemont St., So., St. Petersburg, Fla.

Two near new spare TIRE COVERS for Series 11 and 12. Covers are of black leatherette and have circle and letter "F" in silver at top. Clifford Boram, 104 Oak St., Maywood, Illinois.

1929 Model 130 SEDAN, new paint and top, good tires, car is clean and upholstery is excellent. Fine mechanical condition, owner's manual. Will deliver for cost of gas any reasonable distance for Los Angeles area - $275. Also Victoria - good parts car, has 4 good 20" tires, reasonable offer. T. J. Berkefeld, 326 Orchid Ave., Corona Del Mar, California.

1925 or 1927 CONVERTIBLE runabout in A-1 mechanical condition, new top, paint. Bruce Jennings, Tutwiler, Miss. Picture on request.

1926 VICTORIA COUPE in extraordinary shape, as obtained from original owner. Please make offers - Lewis M. Caldwell, Townsend St., Pepperell, Mass.

LEAD: Series 11 or 12 sdn. Good for parts. Inquire at Colorado River Telephone Co., 128 S. Spring St., Blythe, Calif. Ask for LeRoy Kamrar.

1929 VICTORIA BROUGHAM. John Hertzler, Medical Nutrition Lab., Fitzsimons Army Hospital, Denver 8, Colorado.

1929 SEDAN in good running condition - a good car to rebuild or to use for parts. No good offer refused. W. R. Wilder, Willits, California. Star Reoute 2, Box 38.

1928 AIRMAN SEDAN Series 12B - Excellent mechanically, newly covered seats, needs paint. $295. or make an offer. Write. Edward A. Sammis, 146 Yale Street, Roslyn Hts., N. Y. Ros. 3-5363.

Large variety Series 13 thru 19 engine, chassis and body PARTS. Write your needs. Kelly Motor Sales, c/o Peterson, 9 Brimmer Street, Boston, Mass.

Some used 19 x 6:50 TIRES. G. W. Saltonstall, 245 Chestnut Hill Road, Chestnut Hill, Massachusetts.

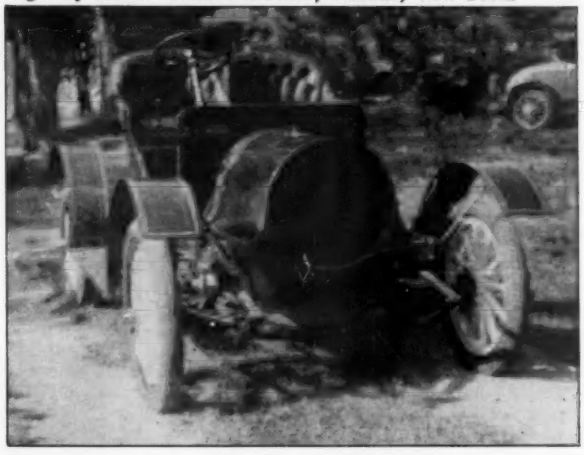
1930 TRANSMISSION Detroit 4 speed $30. Also some chassis parts for 1931. P. A. Baker, 415 6th St., Braddock, Pa.

ENGINE and chassis parts for 1927, sell all or part. Charles F. Griver, 153-22- 60 Ave., Flushing 55, N. Y.

Original accessory Franklin Airplane radiator ORNAMENT, heavy brass, chrome plated, propeller spins in breeze. $48. 50. Also blower heater, very effective, cast integral with manifold (not sheet metal type) complete with attachments. $50. Joe Bosse, South 4th St., Old Town, Me.

LEAD: Series 11 sdn. in restorable shape or good for parts car. Belongs to Steve ----, Radio Ave. & North Rd., Rocky Point, L. I., N. Y.

1924 sdn. & 1907 rdstr. Either can be driven. Sedan $300. Rdstr. $1250. less 10% to HHFC member, including 4 new tires. Also offer front & rear axles for 1919 & transmission & wire wheels. Want rear axle for 1905 to 1910 and 4 touring body doors. Russell Decker, Nassau, New York.

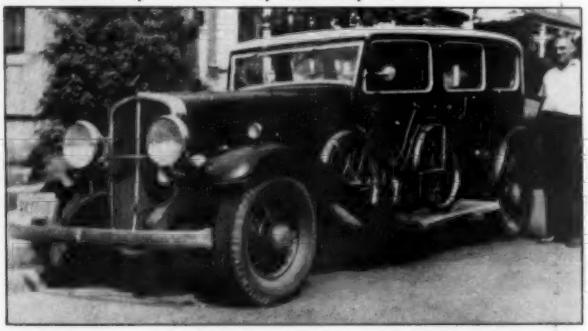


1932 4 dr. sdn. and Franklin parts. Herbert Briggs, 1337 So. Palomares Ave., Pomona, Calif.

1926 Series 11, 4 dr. sdn. in running order. 5 tires, good paint & upholstery. Best offer will buy it. Write Col. Gery Low, Auctioneer, Pine Bush, New York.

Some used Franklin parts. Edward Landmichl, 3826 W. 65th Place, Chicago Lawn 29, Illinois.

1932 Series 16 sdn in good condition. $200. Margaret Lewis, Snow Shoe Inn, 53 Main St., Camden, N. Y.

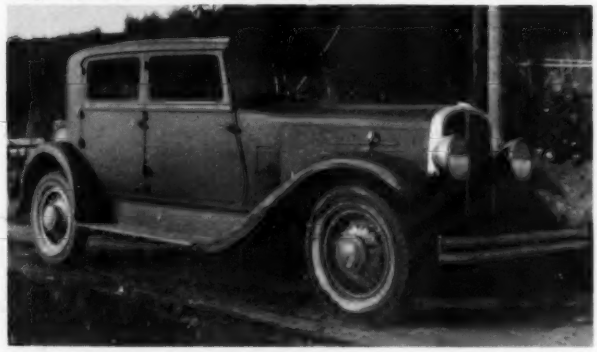


1927 ENGINE in good condition, having just been overhauled. Complete with generator, starter, transmission, drive shaft, universals, etc. A. B. Cox, 3023 Cudahy St., Huntington Park, Calif. (Also have 1928 Airman grill) which I will give to anyone who needs it.

PARTS from 1924 Series 10 sedan; or will sell whole car. Act fast. Neighbors are protesting and I will have to junk it soon. Gordon Wing, 81 Markowitz St., Carteret, N. J.

A few parts for early & late Franklins from 1907-34. Large number of Franklin manuals, parts books, catalogs, & several hundred factory-dealer service bulletins. Will swap but not sell for literature on Stutz, HCS, Lenox, Holmes, or Henderson. A. K. Miller, West Topsham, Vermont.

1930 Deauville Sedan by Dietrich. Price very reasonable. Car is in good running condition. Bob L. Milroy, 548 Muskingum Ave., Pacific Palisades, Calif.



1930 4 dr. conv. with aluminum body by Dietrich, Engine completely overhauled, new brakes, wheel bearings - chassis perfect condition. 4 nearly new matched 6 ply 600x19 tires. Body & fenders perfect - no rust. Car needs new top and upholstery. Price is $650. Joe W. Rancier, 440 Lafayette Pl. N. E., Albuquerque, New Mexico.

LEAD: Allied Radio catalog #143, page 33 shows a G. E. tricle charger at 1-1/4 amps for car with 6 volt positive ground system. It plugs in cigar lighter. Only 1.49 plus

LEAD: Allied Radio catalog #143, page 33 shows a G. E. trickle charger at 1-1/4 amps for car with 6 volt positive ground system. It plugs in cigar lighter. Only 1.49 plus postage. I use one on my 1932 Franklin which I do not drive often enough to keep battery up - problem solved. W. E. Ruthruff.

LEAD: 1929 4 dr. sdn in fair condition. Year may be 1928. Jim Roberts, 432 Westmoreland Ave., Toronto, Ont., Canada.

Closed four passenger coupe in good shape, Series 10-B, $100.; also a 1933 Airman sedan for $300. I would like to trade either on a convertible. Coupe was owned by a woman & upholstery is good. W. H. B. Simpson, Box 2326, Greenville, South Carolina.

LEAD: 1931 Sdn in fair shape. Contact Stuart Roscher, 901 West Main St., Crawfordsville, Indiana. Price is $100.

1927 Franklin coupe in fair shape. E. Slatz, Sparks, Nevada.

1934 Olympic sdn., black with sidemounts in good condition. Original owner wants to place with someone who will appreciate it. Ralph E. Thoreson, 2121 E. 7th St., Vancouver, Washington.

1929 Model 135 4 dr sdn, original manual, fair tires, runs but needs tuning by expert. Asking $200. Ray R. Overman, 821 7th Ave., Lewiston, Idaho.

1932 6 wire wheel 4 dr. Club Sedan, complete, needs paint, motor perfect. $150. Also few parts for 130 and 145 models. Arthur Engnell, 8911 Independence, Canoga Park.

LEAD: Peter Kashi of 167 Fourth St., Bridgeport, Conn., has stock of used parts for many models back to Series 10 or earlier. Also has 1928 Speedster.

WANTED

to TRADE PHOTOGRAPHS with other members. Miles Lusk, Box 241, New Kensington, Pa.

DISTRIBUTOR Atwater Kent "Whisparker" for Series 9 complete with gear; 1 lion for 1925-28, and 1 rear wheel - is excelent - for Series 9 - 24", Series 11 manual, misc. Franklin hubcaps. P. B. Quinsler, Jr., 3840 Calle Guaymas, Tucson, Arizona.

for 1931 Series 15, complete DISTRIBUTOR and a flywheel. Al Mace, Lodi, Ohio.

1928 or later Franklin TOURING or convertible. Earl W. Becker, Route 10, Box 312, York, Penna. Also want Issues #1, 2, and 3 of AIR-COOLED NEWS.

1922 engine. Don Francks, 2951 E. 28th Ave., Vancouver, 12, B. C.

Franklin V-12 or clean 1930-34 Airman. Paul S. Corson, Route #3, Smyrna, Ga.

To swap 1927 seven pass. sdn. for '27 or '28 coupe. George L. Bowles, 76 Pearl St., Portland, Maine.

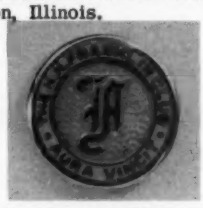
For 1926 Series 11-B: shop or owners manual, carburetor, air filter, primer, gas tank fuel gage. Brandon Davis, 5139 Morgan Rd., Tucker, Georgia.

I have a 1937 Packard V-12 touring sedan in excellent condition which I would like to sell for $400. or trade for a 1931 or later Franklin, preferably a convertible. N. C. Johnson, M. D., 136 Oakdale Ave., Mill Valley, Calif.

Franklin V-12. M. Crask, 6335 Graham Road, Berkeley 21 Mo.

Service, owners, or parts manual for 1920 Series 9 Touring. Karl Binner, 805 No. Davis, West, Texas.

FRANKLIN CAR in restorable condition prior to 1922 models. Want Renault hood. Walter Bittner, 504 Washington Street, Bloomington, Illinois.



Reproduced above is a photo, slightly enlarged, of the new HHFC recognition pin. Orders from the table below should be sent to Athol Odell, HHFC Jeweler, Galesbury, Illinois.

H. H. FRANKLIN CLUB JEWELRY

Man's Lapel Button	10 K Gold	$ 5.00
Lady's Recognition Pin	10 K Gold	5.00
Earrings Button Type	1/10 10 K g. f.	9.50 pair
Earrings Drop Type	1/10 10 K g. f.	10.50 pair
Cuff Links	Gold Filled	12.50 pair
Tie Clip - Bar Type	Gold Filled	7.50

All prices plus 10% Federal Tax

BACK COVER: James Melton's 1911 Model H Limousine